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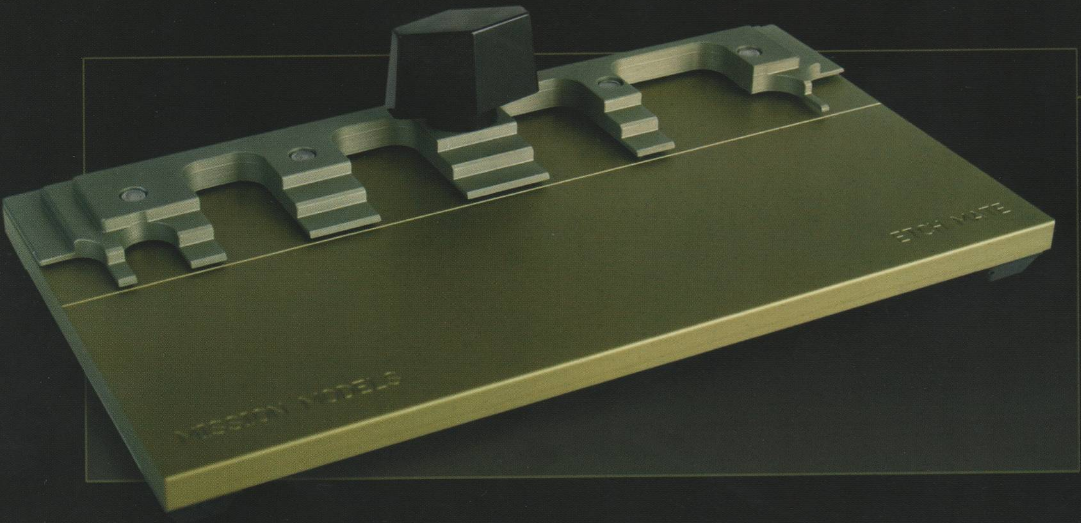

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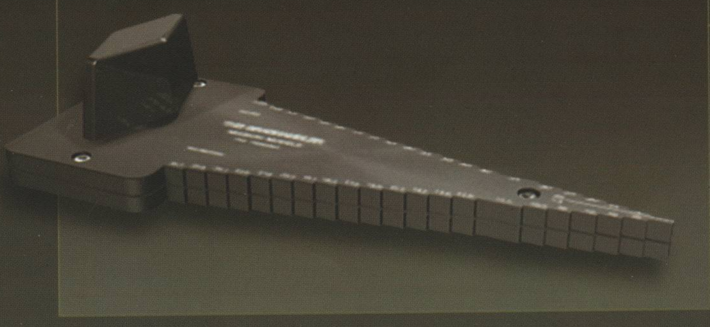

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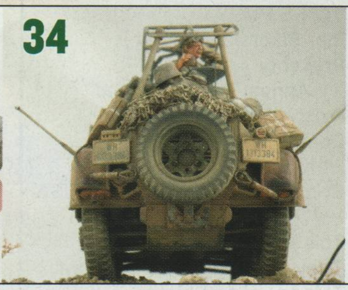

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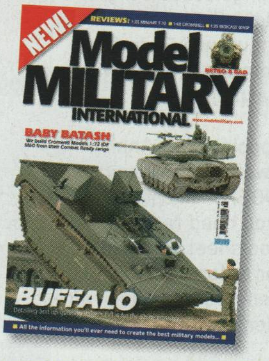

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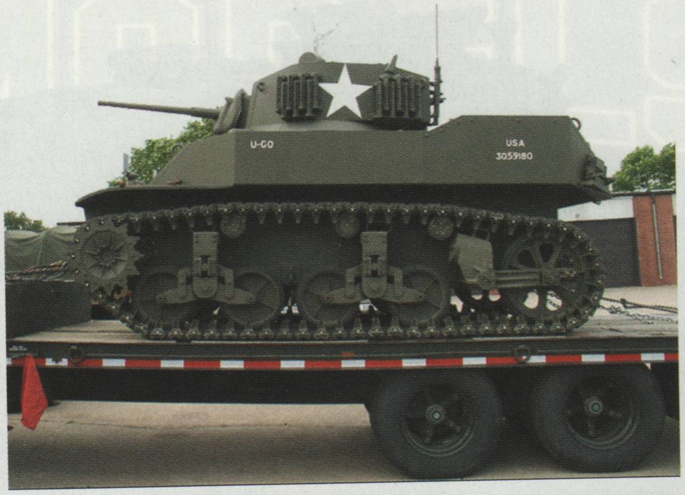

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If big models are your thing, then very few releases will be as big as this one! Modellbau-Center Köln in Germany have got together with a model manufacturer from Hong Kong kit to create a colossal 1:35 kit of the WW2 German 'Dora' railgun, a weapon that makes the K5E 'Leopold' look downright minimal.
The kit will be injection moulded, will measure 1.6 metres in length and comes with a 2 metre section of track upon which to display it. Each one of these immense kits will cost $699 US (shipping extra) and as the model is a major undertaking for the manufacturers involved, they will require a deposit from serious buyers of €75 ($90 US) before the balance is paid. The Dora will be available in November of 2006.

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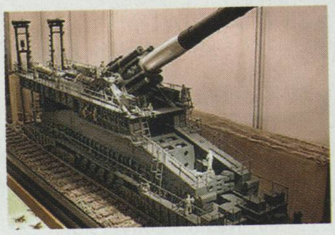

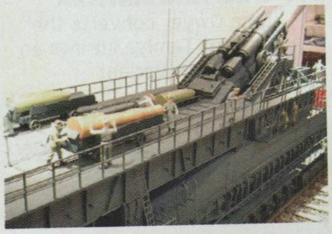

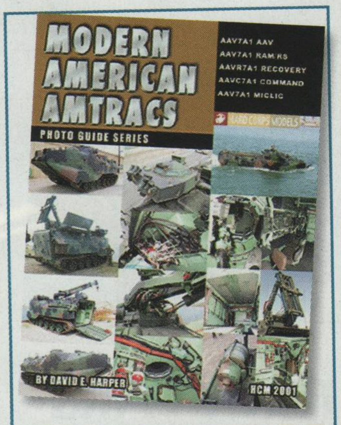

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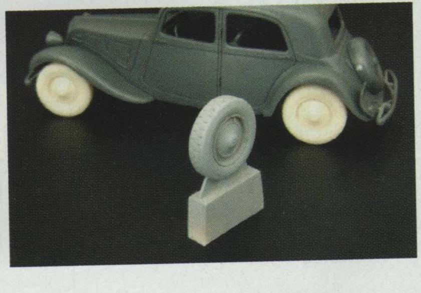

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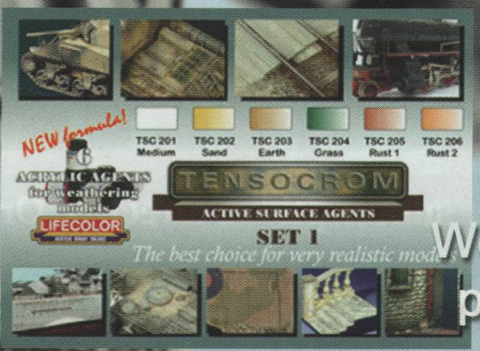
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CUTE LITTLE C

Keith Goldsworthy gets his hands on one an early sample of Tamiya's latest 1:4

Following in the wake of the recent 1:48 scale releases comes the first British tank subject, the Cruiser Tank Mk VII, or it's more common title the Cromwell. The version depicted by Tamiya is the Mk IV, the same version as Tamiya depicts in their 1:35 armour series. In my opinion the 1:35 version is the finest example of British armour that Tamiya produced (not that there are too many examples to compete against!). In view of the popularity of the 1:35 scale kit, is it possibly why Tamiya chose this as their first 1:48 British tank subject?

FIRST IMPRESSIONS

On first inspection of the contents of the kit it seems to be a scaled down version of the 1:35 version. However the decision of Tamiya to provide, what is now becoming, a trademark die-cast lower hull, does mean that there are some differences with some compromise in detail. The suspension arms and side armour are cast as an integral part of the lower hull assembly. This makes it near impossible to model the suspension in any position other than as if running on a flat and even surface.

In view of the problem with the first 1:48 release (the poor fitting of the Tiger's plastic upper hull when placed onto the metal hull) the first thing I did before any construction started was to place the Cromwell's plastic upper hull against the metal lower hull to see if Tamiya had learnt from their mistakes. I am pleased to announce that indeed they have.

The overall first impression is one of finely detailed parts as we have come to expect from Tamiya.

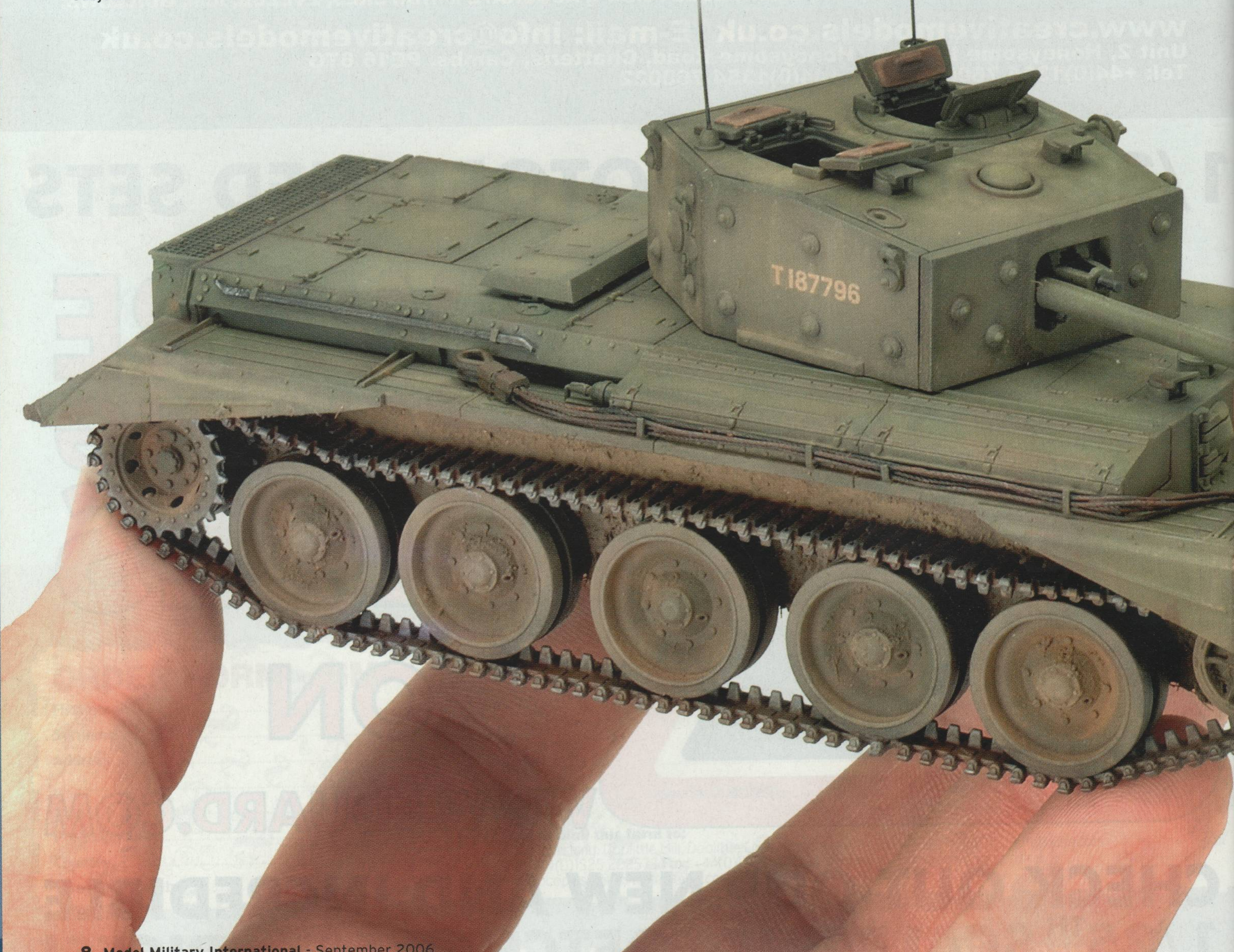
For those of you who are interested in scale dimensions and accuracy I can confirm that when compared with scale drawings the model compares very favourably.

CONSTRUCTION

At this point of the article it would be the norm to say that construction began as suggested in the comprehensive instruction sheet. However the pre-production sample I was supplied with lacked the instructions. Having built several versions of the 1:35 kit I was able to use the instruction sheet from the 'spares box' as a guide for what was laid out before me.

LOWER HULL

Construction began as per the 1:35 instructions with the rear panel. The plastic rear panel fits over the rear of the metal lower hull. Some



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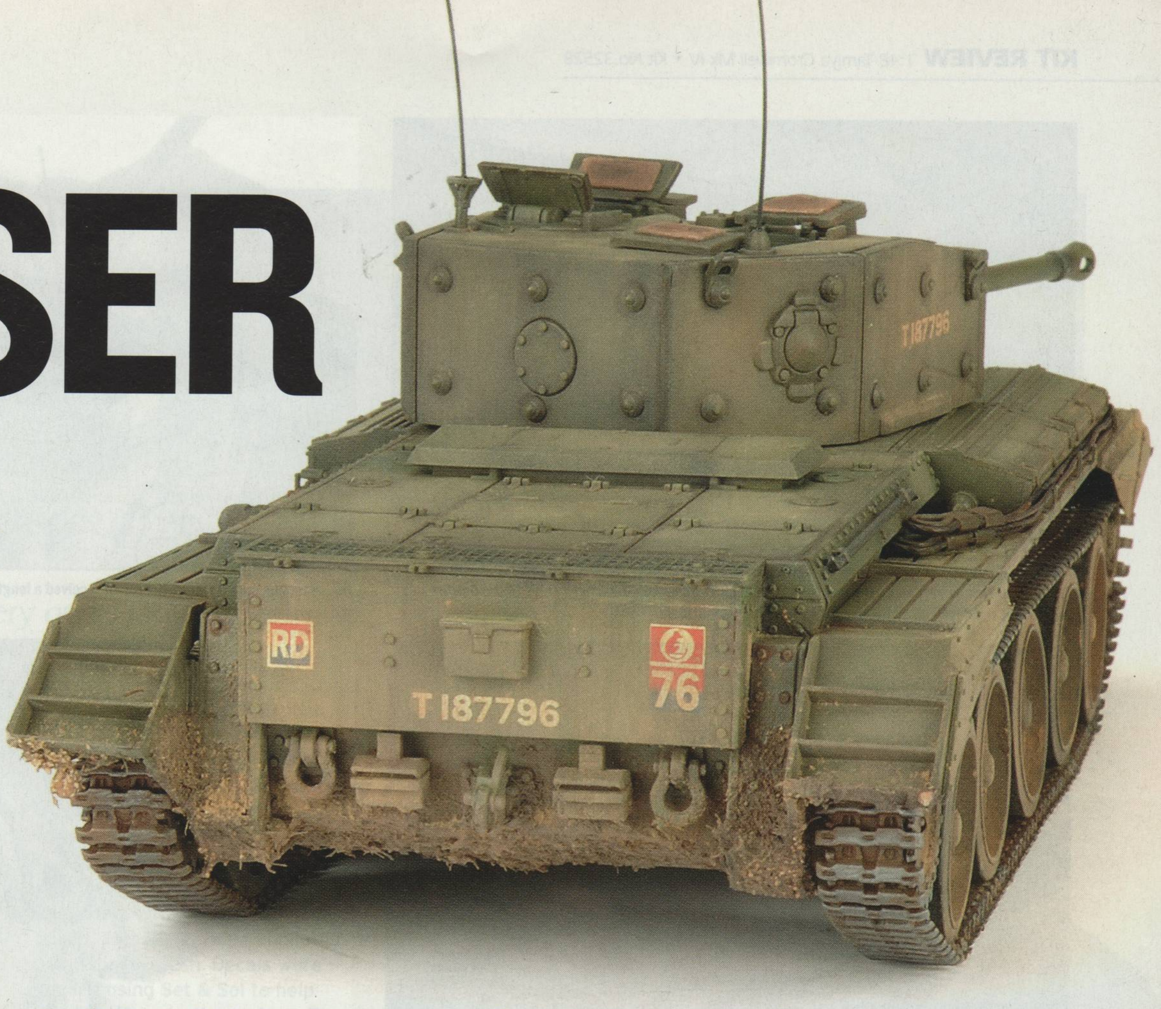


care needs to be taken at this point in order to fix the panel in a central position. Failure to do so will leave a slight gap to one side. This may prove a little difficult to fill. The same care needs to be taken with the fixation of the front plate, which was completed next. This, as with the rear panel, wraps itself around the metal lower hull.

RUNNING GEAR

The running gear was next. No suspension to build reduced the level of tedium that normally, for me, surrounds this part of any tank build. There were no poly caps supplied in my pre-production kit but assume they will feature in the final kit. The road wheels are very well detailed with the correct number of bolts, greasing points, etc. The drive sprockets are particularly well done with the correct number of teeth.

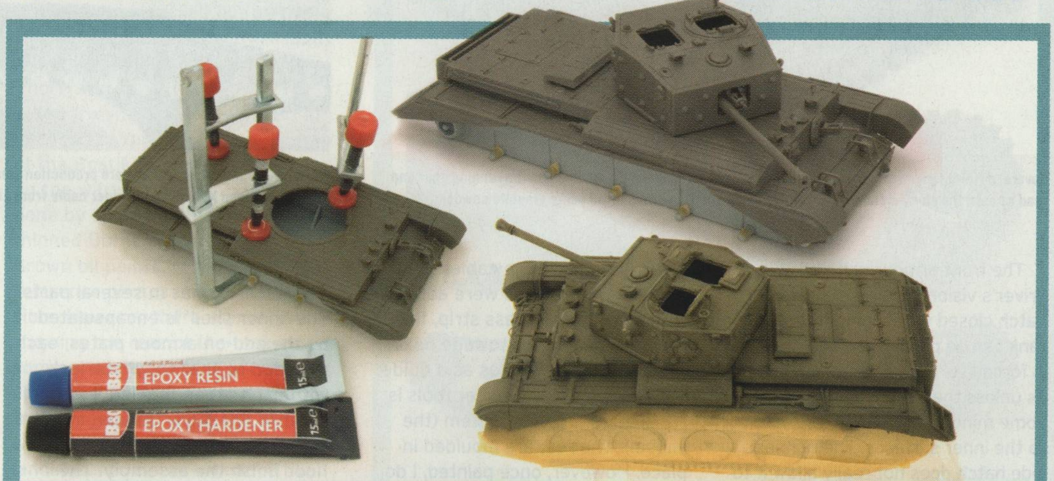
Construction of the tracks proved quite a lengthy affair due to the lack of instructions. The 1:35 instructions were no help at all, as Tamiya have chosen to provide the track as pre-shaped link and length. Care must be taken when determining which short sections fit where, a task, which will be made simpler when using instructions! Many of the short lengths of track appear very similar. However upon closer inspection it is obvious that the short lengths have varying degrees of concavity and convexity. Some are designed to wrap around the idler and drive sprocket while others are used to represent the slight sagging track immediately rear of the idler and immediately forward of the drive sprocket.

I decided to build the track with the road wheels, idlers and drive sprockets in temporary situ. Liquid poly fixed the track to the road wheels, etc. Once dry the complete assembly could be removed from the hull for painting. If you follow this method do not attach the pair of front side fenders otherwise final fitting will prove very difficult. The first set of track took me a couple of hours. Once I had determined which piece of track went where, the second set was completed in less than 10 minutes. The effort was worthwhile. Tamiya have done a very good job at portraying these tracks in 1:48 scale. A word of warning however. These tracks are very fragile and need careful handling when completing the model.

For the purists, according to references, when correctly tensioned the upper run of track should not be in contact with the first and fifth road wheel.

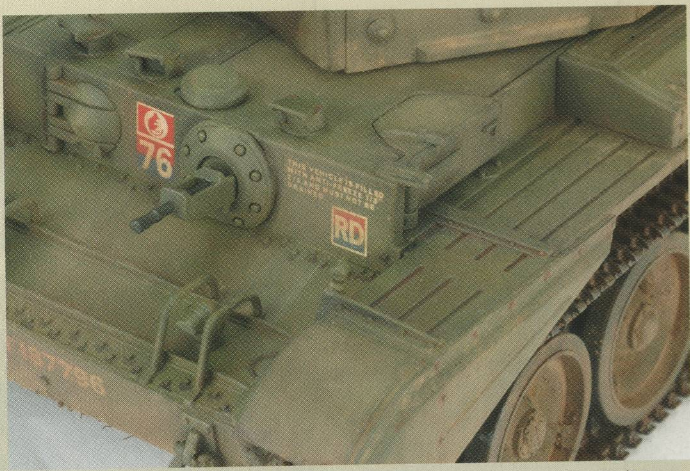
UPPER HULL

Those familiar with the 1:35 kit will recognise this part with separate front armour plates, mudguards. A separate engine access door leaves the way for an after-market header tank to be fitted to depict part of the engine. All stowage boxes are provided as individual pieces allowing it to be easier to portray different versions assuming conversion kits will follow in the near future.

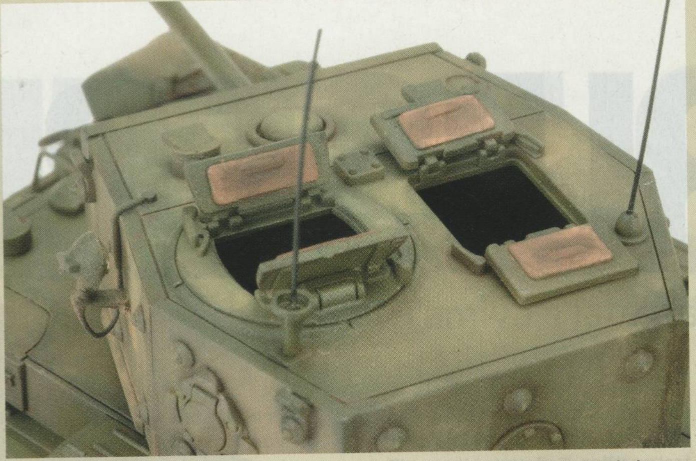


Tech Tip!

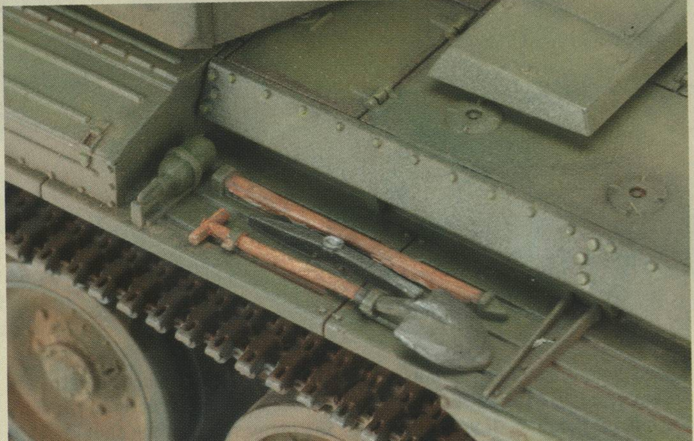
When gluing these Tamiya 1:48 models together, it's recommended to use a strong epoxy based glue for fixing the cast metal lower hull to the injection plastic upper hull. There are plenty of these glues to choose from, including the faster 5 minute types. While the glue is setting the parts will need to be securely held in place with tape, clothes pegs, elastic bands or in this case modelling clamps.



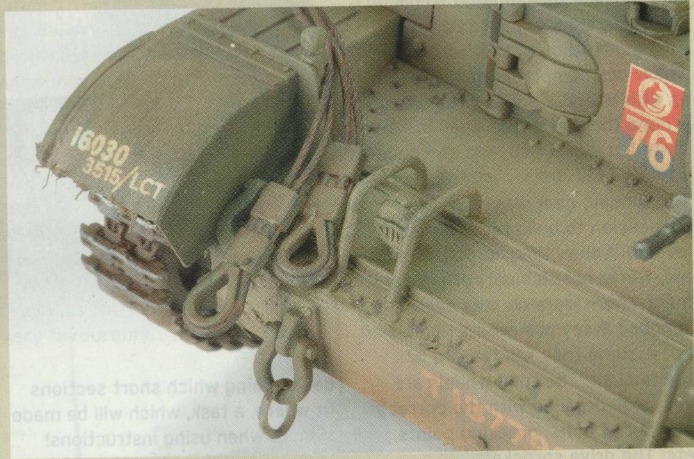
The decals went on very well after the model had been glossed with Johnson's Klear, Micro Set/Sol was used to get the decals to snuggle down for that painted on look.



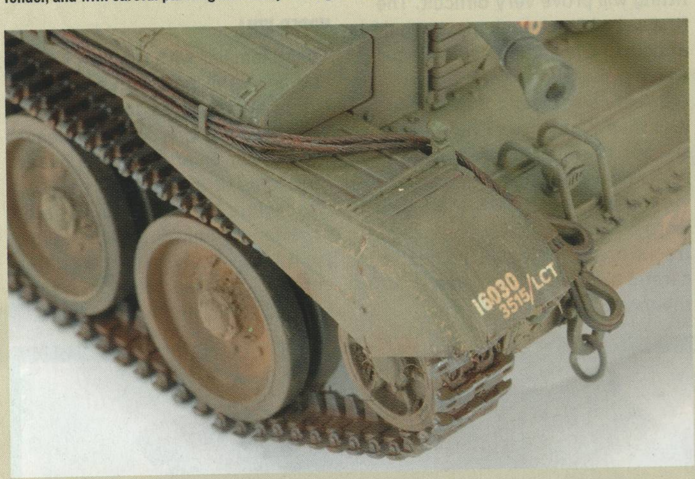
The spot lamp on the side of the turret received a length of conduit and wire made from stretched sprue and lead wire respectively.



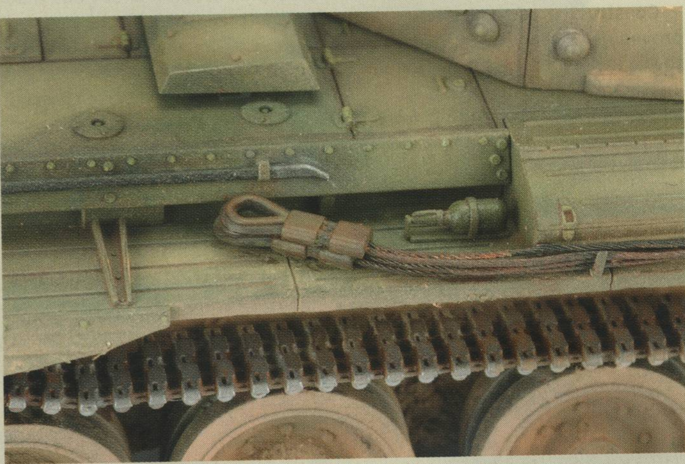
Only the shovel is moulded as a separate item, all the other pioneer tools are moulded as part of the fender, and with careful painting can look just as good as separate parts.



From this shot one could easily be confused into thinking this was actually the 1:35 Cromwell also produced by Tamiya. The tow cable ends look particularly good considering how small the actual parts are.



Several different pigment powders were used to get the realistic dusty finish on the running gear and road wheels, the shiny metal contact areas on the tracks was achieved using graphite powder.



Because the author received a pre production sample no thread for the tow cables were supplied. The author used Karaya soft copper cable from Accurate Armour. Note thread will be included in production kits.

◀ The front armour plate has the driver's vision hatch and access hatch closed which limits the way the tank can be portrayed. The modeller is forced to 'button' down the hatches unless they wish to undertake some minor surgery and add detail to the inner surfaces. The gunner's side hatch does not really allow it to be portrayed open as the door and hinge plate are moulded as one.

No tow cables were supplied with my kit although the cable ends are supplied. I used some 0.6mm Karaya cable from the spares box. Brackets to hold the cables in place are also missing and were added with some scrap brass strip, fixed to the sides of the stowage boxes, using reference photos as a guide.

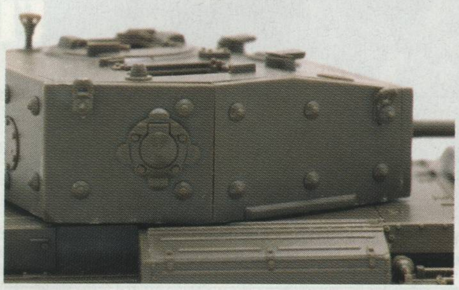
Only one of the pioneer tools is supplied as a separate item (the shovel). The rest are moulded in place. However, once painted, I do not believe this decision affects the quality of detail.

Upper and lower hulls were brought together and joined using epoxy glue and held in place with some clamps.

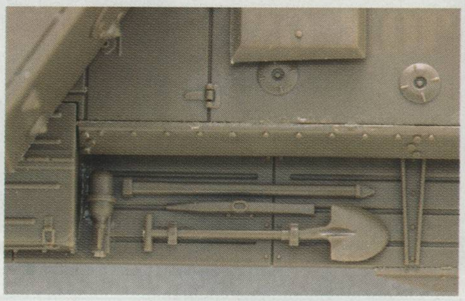
TURRET

The turret comes in several parts. The 'inner shell' is encapsulated by the add-on armour plates, each moulded so that they interlock with each other, making it very difficult to misalign. The gun mantlet with the gun mounts and turret floor finish the assembly. The main armament is supplied as the gun with half the muzzle brake integrally moulded and the second half of the brake to be fitted by the modeller. Oh how simple is this! I hate having to fit two halves together and then hide the join. In fact I normally replace kit-supplied barrels with metal items for this very reason. No need this time.

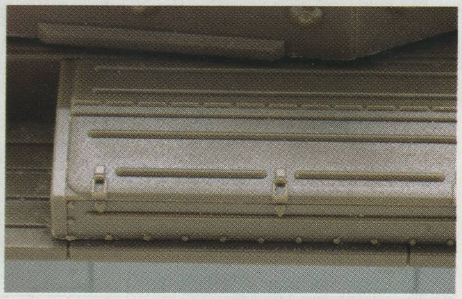
The only enhancement I made was to improve the spotlight. This was done by adding a Grief 3mm lens. Although possibly slightly too domed it does enhance the appearance. The bracket for the spotlight is designed to fit a locating hole in the turret side. However no hole exists so the modeller is left to their own judgement where to place the bracket,



The turret comes in several parts. The 'inner shell' is encapsulated by the add-on armour plates, each moulded so that they interlock with each other, making it very difficult to misalign.



With the release of the hauler etched brass set for the kit, the moulded on pioneer tools and clamps can be enhanced by adding the tiny wing nuts and brackets.



The fender stowage bins are very well rendered, including hinge detail and the tiny locking clasps.

> "Tamiya have done a very good job at portraying these tracks in 1:48 scale"

nothing reference photos will fail to solve. I also turned the spotlight inwards, a feature found on many wartime photos. Wiring and conduit were added to further enhance the spotlight made from stretched sprue and lead wire respectively.

I chose not to use the sighting vanes, as the tank I planned to depict did not seem to have them fitted.

PAINTING & MARKINGS

All parts first received a primer coat of grey acrylic paint, the type found in your local car accessory store.

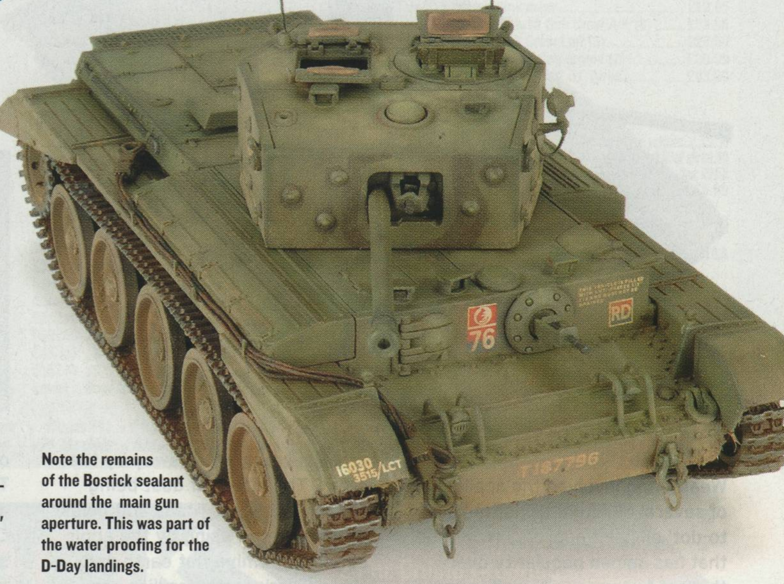
The running gear, still separate from the tank, was treated to a base coat of black acrylic, slightly lightened with a flesh colour. This was concentrated around the track and tyres of the road wheels. Later weathering would tone down the vivid black tyres. Once dry several earth-coloured shades were misted onto the tracks. These were subsequently sealed with matt varnish and when cured several brown acrylic washes were applied to the tracks until a worn appearance was achieved. The surface of the tracks was brought to life with some graphite powder, carefully applied with my little finger. The centre of the road wheels, idlers & drive wheels were treated with Vallejo Dark Earth, which over the black undercoat gives a slight olive drab appearance.

The complete hull and turret assembly was pre-shaded using Humbrol matt black applied in two light coats so not to overwhelm the fine detail of the kit. The pre-shading was concentrated around panel lines and raised details such as the prominent bolt detail on the turret. The base coat of olive drab was applied using Humbrol enamels, thinned with cellulose thinners and left to dry for 24 hours. British Olive Drab (SCC 15) was mixed using nos. 159, 150 & 33 in a ratio of 5:5:2. This ratio is as per Mike Starmer's description of British AFV colours and has served me well in recent times. The base coat was lightened and applied with the airbrush, concentrated towards the centre of panels and flat surfaces. Once dry the paint was then sealed in with a gloss coat using Johnson's Klear floor polish. This was applied undiluted using the airbrush. Decals were applied using Set & Sol to help them settle onto the surface. The decals were sealed in place with a further coat of Johnson Klear. Unfortunately despite the application of the trusted Klear I did experience some silvering of the decals, particularly on the turret sides.

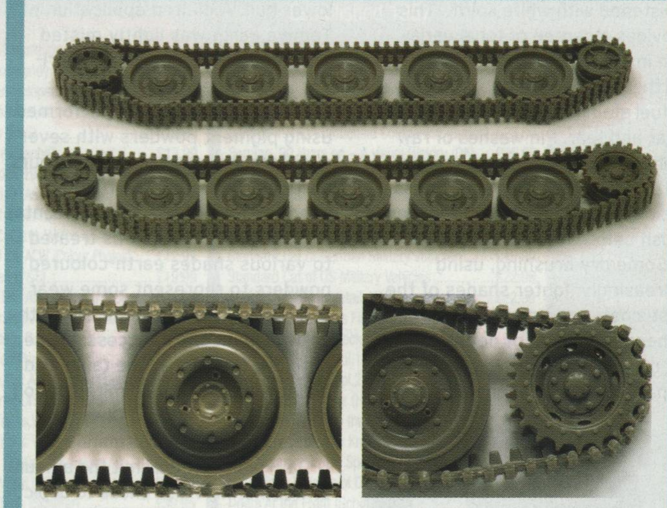
I chose the set of decals designed to depict a Cromwell from the 5th Royal Horse Artillery, 7th Armoured Division. This was mainly due the number of colourful decals providing a degree of colour and interest to an otherwise drab colour scheme (pun very much intended!). Further research resulted in finding several photos of the actual vehicle. Unfortunately the tank was one of many knocked out by the German tank ace Michael Wittman, during the Villers Bocage debacle (more about this later).

Before starting the weathering I needed to replicate the remains of the Bostik sealant seen clearly on the wartime photos. This was done by applying, by brush; some thinned Burnt Umber/Vandyke Brown oil paints. I followed the reference photos as close as possible. However there are no photos showing the rear of the tank so some educated guesswork was employed as to where the Bostik was applied and where it's remains would be several days after the landings. I tried to reproduce the staining effect of the sealant rather than the sealant itself.

Prior to the weathering stage I applied a layer of matt varnish to seal in the decals and provide a protective coat to the 'Bostik'. ▶



Note the remains of the Bostick sealant around the main gun aperture. This was part of the water proofing for the D-Day landings.



Tech Tip!

Tamiya include the tracks as link and length variety, the author built the track in temporary situ using Liquid Poly. Once they had dried fully the assembly was removed for painting and weathering. Remember the track side guards will need to be left off until the tracks are permanently fixed in place, otherwise installation will prove very difficult.

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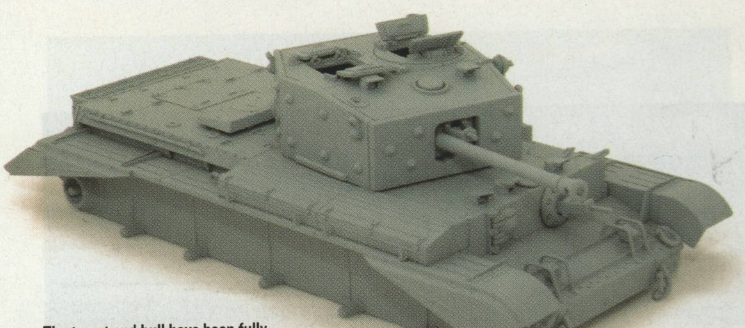
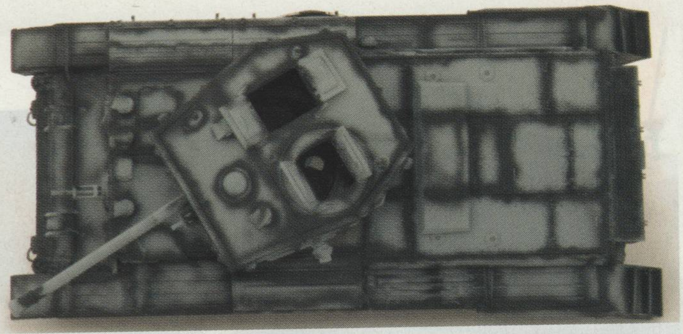
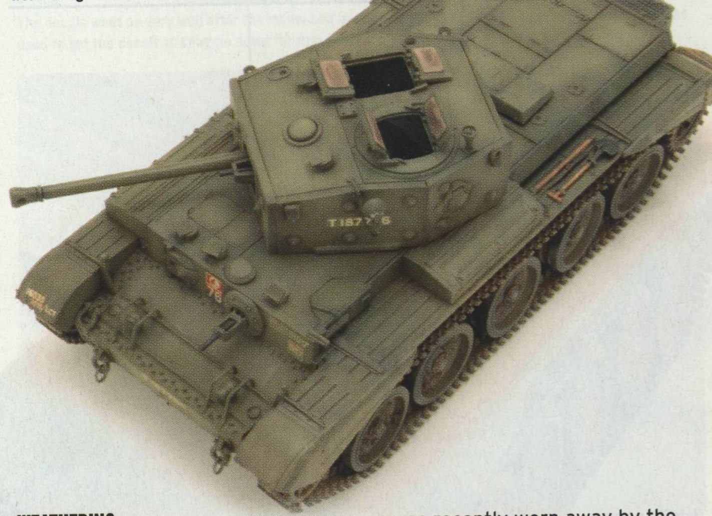


The turret and hull have been fully assembled and have received an initial coat of primer.

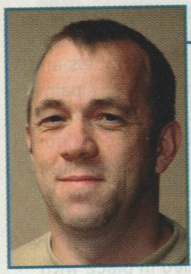


With the primer in place the author pre-shaded the entire model with Humbrol Matt Black 33 prior to spraying the on the British Olive Drab (SCC15). This colour was mixed from Humbrol 159,150 and 33.

The virtually finished model, just requiring the tow cable, antenna and some final weathering.



The author used a selection of oil paints to apply tonal variations to the basic Olive Drab finish.



MEET THE AUTHOR

My name is Keith Goldsworthy, 41 years old and fortunate to be living in Devon, UK. I have been modelling a relatively short time, since 1992, initially as a means of escaping from the working day as a radiographer in a very busy x-ray department. I mainly build Allied armour & softskins although it has been known for me to turn to the dark side of German subjects during times of weakness. I am not a prolific modeller, as those who know me will testify, although my collection of un-painted models has to be seen to be believed.

A word of thanks goes to those armour modellers at Torbay Model Club who continue to inspire me and to Spud for giving me the opportunity to return to writing articles. ■

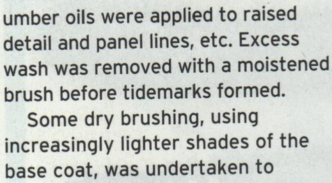
WEATHERING

Weathering involved the application of several oil filters using the 'dot-to-dot' oil paint application method that has gained popularity over the last few years. The oils were blended using a round brush slightly moistened with white spirit. This provides a degree of tonal variation in the drab-coloured base coat. Further filters were applied in areas of fuel staining and areas of general wear and tear. Pin washes of raw umber oils were applied to raised detail and panel lines, etc. Excess wash was removed with a moistened brush before tidemarks formed.

Some dry brushing, using increasingly lighter shades of the base coat, was undertaken to enhance the level of detail. A little graphite powder was used to impart a metallic sheen on those areas recently worn away by the crew. The effect of dust being thrown up by the roads and fields was recreated using by the application of Tamiya flat earth and Vallejo dark earth acrylics concentrated on the running gear and lower hull. A diluted application of Tamiya earth was lightly misted using the airbrush over the horizontal surfaces.

Final weathering was performed using pigment powders with several different shades of earth colours, particularly around the running gear and lower hull. The horizontal surface of the turret was treated to various shades earth-coloured powders to represent some wear and tear by the constant use of the crew as a means of accessing the hatches. Remember the tanks had only been in use for a limited period of time (7th Armoured Division started to arrive in Normandy on D-Day+1 and so I did limit the amount of weathering. I also chose to depict the vehicle a day or so prior to the Villers Bocage battle, hence the differences to the reference photos and my depiction of the tank, i.e. a little more intact than the photos show!

Antennae were formed from stretched sprue and the last items to be painted and glued in place.



Tech Tip!

A quick way to fill sink or ejection pin marks is to "blob" a small amount of Cyano glue into each indentation. To speed the curing time an activator can be applied, then sanding can be carried out.

CONCLUSION

This build was most enjoyable. It is the third 1:48 armour kit built (first one finished!) And I am convinced of their place in the model world. This kit was a challenge, but only due to the lack of instructions. Otherwise its assembly was very straightforward. There is some compromise in detail due to the scale (e.g. towing brackets not drilled out, suspension integrally cast to the lower hull) but this does not deter from the overall quality.

CROMWELL TANK, NO. T187796

This tank was commanded by Captain Dunlop of the 5th Royal Horse Artillery, used as an Observation Post tank. Captain Dunlop, his crew and chariot had the misfortune of being in the wrong place at the wrong time. They were called forward to be attached to 'A' Squadron, 4th County of London Yeomanry (the Sharpshooters). This followed the withdrawal from battle of Captain Paddy Victory whose Cromwell had been inadvertently filled with some diesel fuel the night before. Although only a small amount of diesel had been used it was deemed wise to remove the vehicle from the next mornings advance rather than risk it breaking down and holding up the column of vehicles along a narrow road. And so Dunlop found himself towards the front of a column of British vehicles, which were about to allow the name of Michael Wittman to become immortalised in military history. ■

Modelspec

Tamiya Cromwell Mk IV **Kit No.32528**

Paints Used

Humbrol: 159, 150, 33, white
Vallejo: Black (057), Flesh (955), Dark Earth (029)
Tamiya: XF52 Flat Earth
Johnsons Klear Floor Varnish
Xtracolour Matt Varnish
Oils: Various
W&N Acrylics: Burnt Umber, Vandyke Brown

References

Villers Bocage, Through the Lens, Daniel Taylor, ISBN 187006707X
Cromwell Tank, Vehicle Specification, HMSO, ISBN 0112904033
Cromwell Tank, Osprey Publishing, ISBN 1841768146
Armor in Normandy: The British, Histoire & Collections, ISBN 291523941X
British Vehicle Camouflage 1939-45 Part 3, Mike Starmer & Mike Cooper, www.mafva.org.uk.

Weathering materials

Various Mig Productions Pigments
Graphite powder
Vallejo Acrylic Medium Gel

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✗ Suspension integrally cast

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1/48th scale

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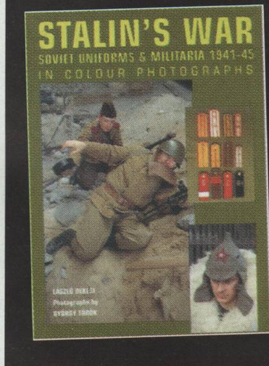

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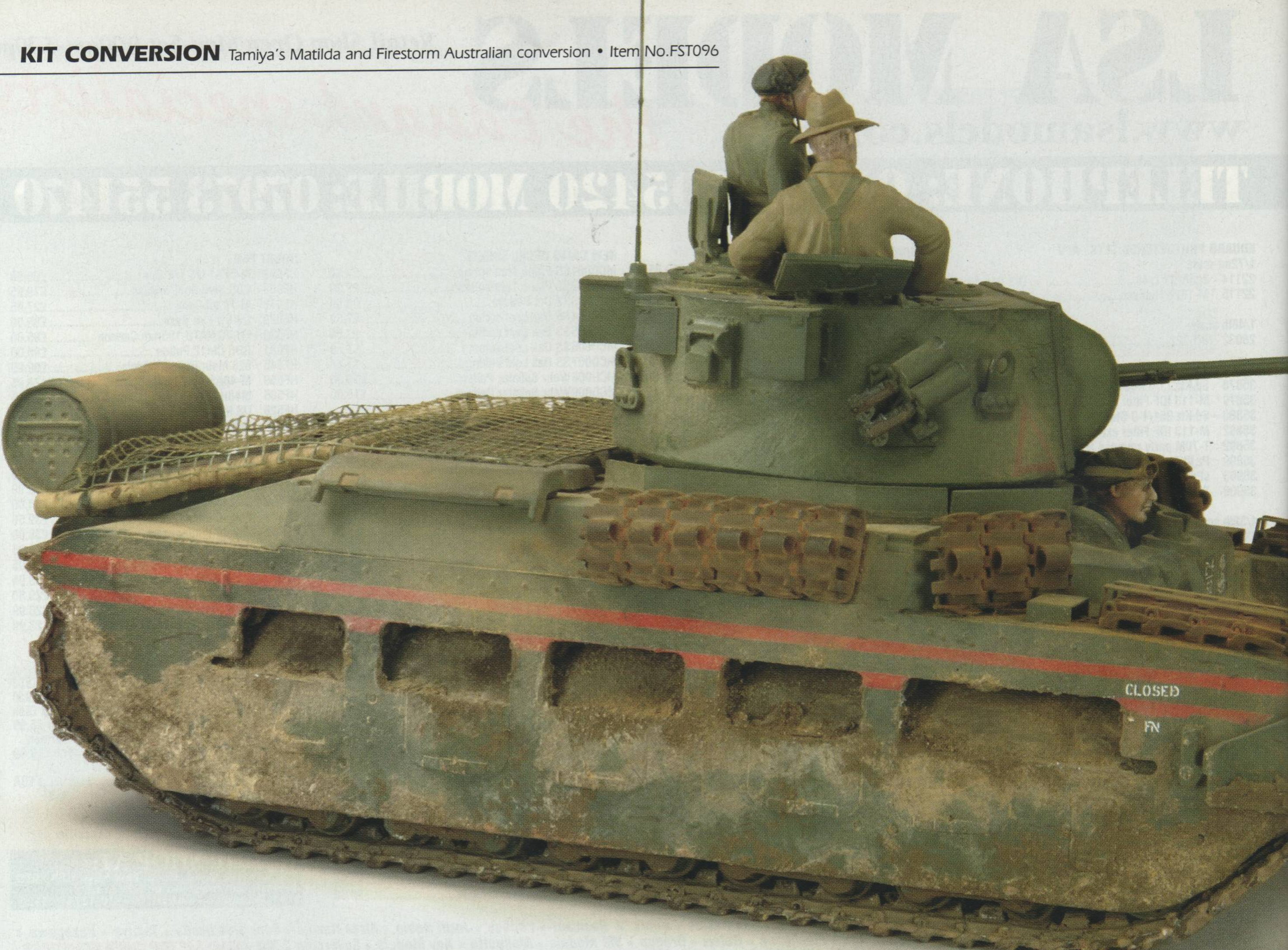

WALTZING MATILDA

Sam Dwyer converts Tamiya's venerable old Matilda into the Australian vehicles seen in the Jungles of the Far East.

The Tank, Infantry, Mk II 'Matilda' was designed as an improvement on the Mk I Infantry Tank which was a two man tank with only machine guns for its main armament. The Matilda weighed 27 metric tons, more than twice as much as its predecessor, and was armed with a QF 2-pounder tank gun in a three-man turret. Unlike many of its contemporaries it was heavily armoured; the armour thickness at the front reached 7.8 cm, much more than most tanks of the early war period. The weight of the armour, together with the relatively weak twin-engine power unit (adapted from a Leyland bus!) and troublesome suspension severely limited the speed of the vehicle. For example, in the deserts of North Africa, which would be considered ideal tank country, the Matilda could average only about 9.5 km/h. In keeping with British (and Commonwealth) doctrine, this was not thought to be a problem because the Matilda was specifically designed to keep up with and accompany, slow-moving infantry. Under this thinking, a speed equal to the walking speed of a man was considered sufficient. It was also thought that jungle environs were not ideal to armoured warfare. As with the conflict in Vietnam many years later, it was proven beyond doubt in the jungles of Borneo, Bougainville and anywhere that Australian Matildas fought that

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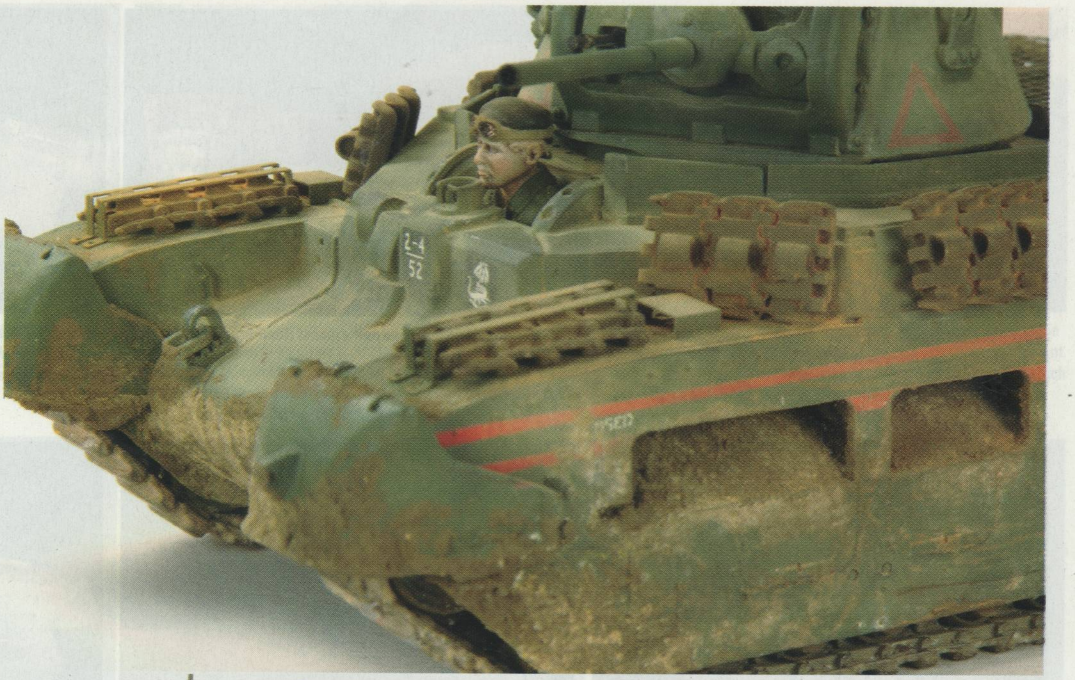
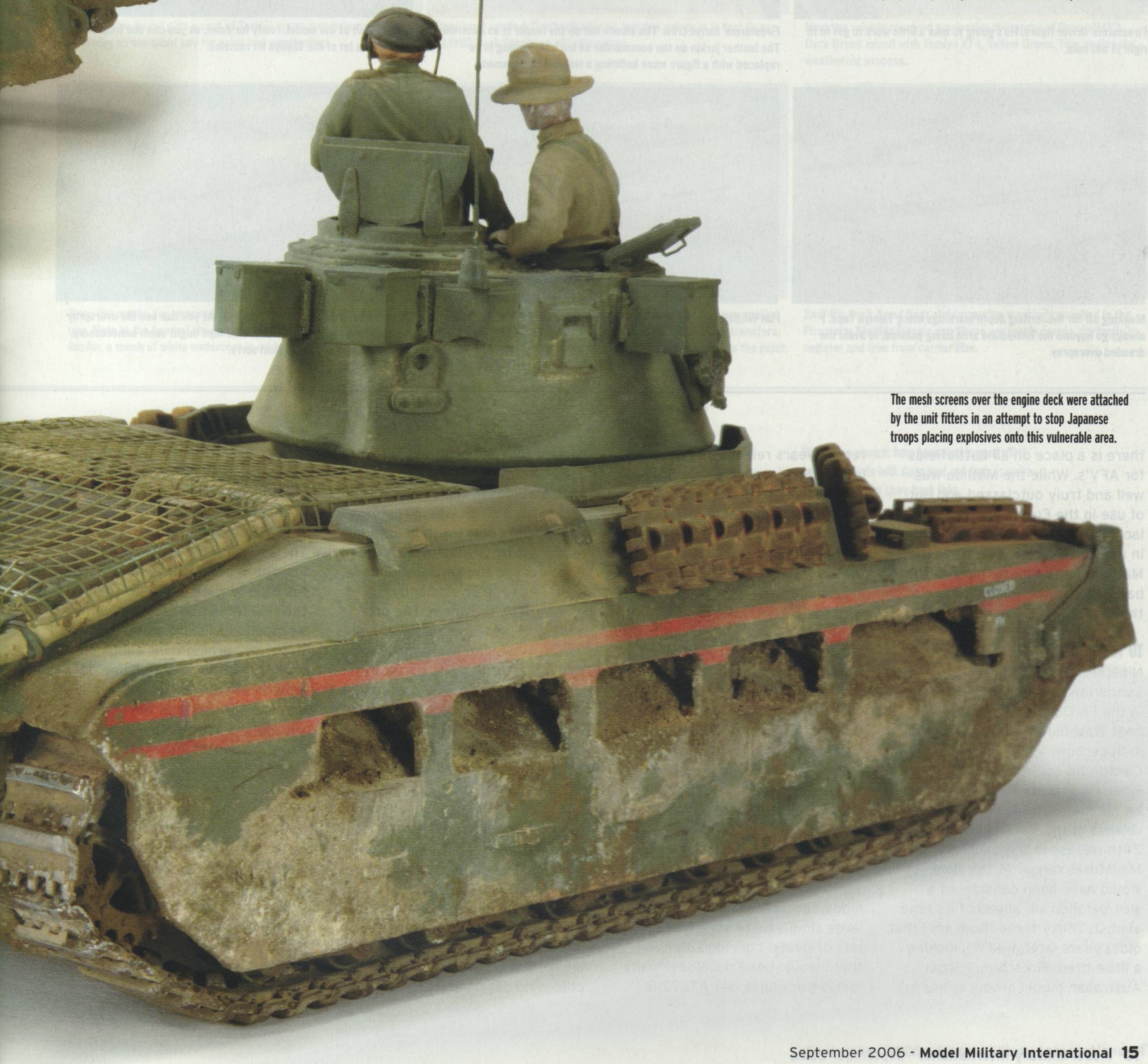
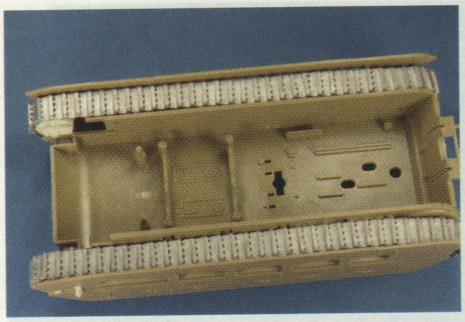


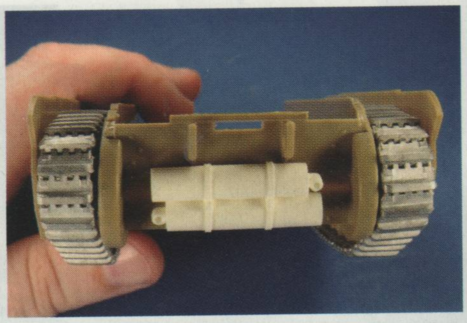
The red lines on the hull sides are used to indicate the maximum fording depth, depending if the mud chutes are open or closed.



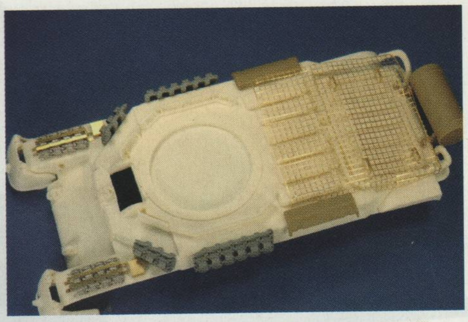
The mesh screens over the engine deck were attached by the unit fitters in an attempt to stop Japanese troops placing explosives onto this vulnerable area.



Lower hull from Tamiya, with Friuls' excellent white metal tracks fitted. Motorisation holes anyone? For its age, the Tamiya parts went together very well.



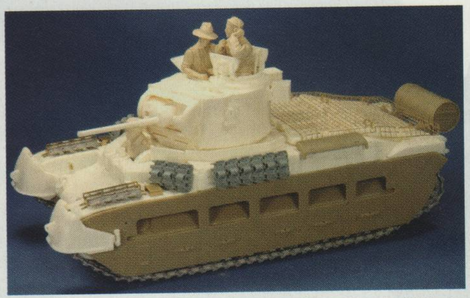
Hull Rear. Firestorm provide a new exhaust silencer assembly in their conversion



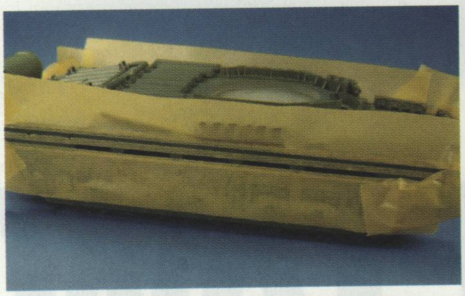
Hull upper. Firestorms' hull upper is virtually cast in one piece. The grey items are spare track included in the conversion, and the tan coloured items are parts from the donor Tamiya kit.

Firestorms' driver figure. He's going to take a little work to get to fit right in the hole.

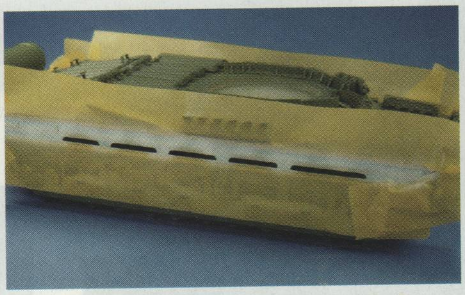
Firestorms' turret crew. The slouch hat on the loader is so Australian. The leather jerkin on the commander so isn't. He's going to be replaced with a figure more befitting a tropical environment.



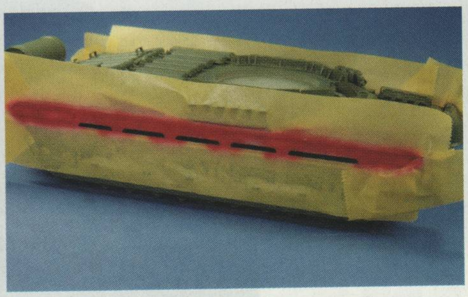
Overall shot of the model, ready for paint, as you can see from this photo not a lot of the Tamiya kit remains.



Masking off for the fording depth markings using Tamiya Tape. I always go beyond the immediate area being painted, to avoid the dreaded overspray.



Flat White is applied first, as a nice neutral base for the Flat Red.



Tamiya Flat Red is then airbrushed on. As you can see the overspray has been kept to a minimum. All that tape might seem unnecessary, but it is better to be safe than sorry.

◀ there is a place on all battlefields for AFV's. While the Matilda was well and truly outclassed and out of use in the European Theatre, the lack of a formidable anti tank gun in use by the Japanese made the Matilda the toughest thing on the battlefield in the Pacific region at the time.

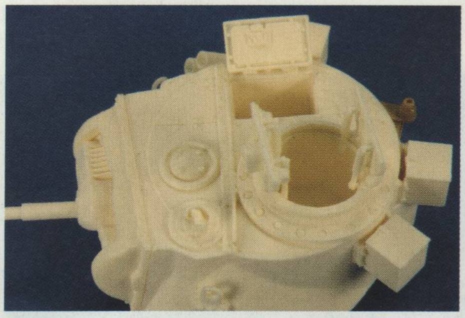
TO THE MODEL

Nineteen seventy-three. Sunderland beats Leeds United in the FA Cup 1-0. Miami Dolphins beat Washington Redskins 24-3 in Superbowl VII. Richmond beats Carlton 116 to 84 in the VFL Grand Final. I was born. Tamiya releases kit number 35024. Yes, Tamiyas' release of the Matilda was their 24th release in their Military Miniatures range. At the time, it would have been considered a well-detailed kit, ahead of its time almost. Thirty-three (God, am I that old?) years later, well it's looking a little tired. Firestorm, a local Australian model producer has in recent years released an excellent update/conversion to bring the Tamiya kit up to date, and to Australian standard. Consisting of 90 or so resin parts, this is a really comprehensive set, including a replacement turret and upper hull in resin, replacement track links with the correct pattern, and a raft of other details.

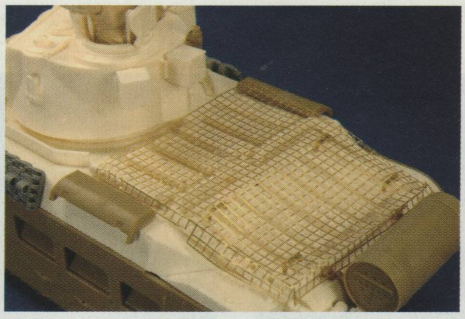
I started construction by first assessing what would and what wouldn't be needed from the donor kit. Well, there's not much that will end up getting used! The basic suspension components and lower hull mostly get used, even though this is an older kit, the parts are virtually flash free and fit together well. Having just built Tamiyas' new Char B1 bis, there are similarities between the suspension of these vehicles, many tiny road wheels hidden behind large armour plates, large simple plate style track and lots of rivets! I decided early on that I would use Friul Model white metal track links, set ATL72 is perfect for the pattern of track we used on our Matildas – I've also seen Matildas in the desert with this pattern track. The Firestorm conversion comes with beautiful resin cast track links, pre moulded to go around the sprocket and idler, I had the Friuls handy, so I thought I'd use them. The only addition to the Tamiya lower hull is the replacement exhaust silencer from Firestorm. It fits perfectly where the kit part would go, and is nicely detailed.

The upper hull is totally replaced by the Firestorm upper hull. Comparing the kit hull and the retooled resin hull, well it's chalk and cheese. The new upper contains lots of detail not apparent with the original hull top. Onto this goes all the engine deck detail, then something unique to Aussie Matildas, a multi part bullet splashguard that protects the turret ring. These parts from the Firestorm kit are finely detailed, with delicate weld detail, and as you would expect they fit perfectly onto the resin hull. Only a few Tamiya parts get added to the new hull, some of the air intake covers, and the external fuel cell and its mounts. The exhausts are replaced with the Firestorm parts, these have asbestos tape texture cast into them. On the real thing the exhausts were wrapped in asbestos tape to stop the crew burning their hands on them. Over the entire engine deck I added Firestorms new etched deck screen. At this stage the screen was only bent to shape, as I would need to paint and weather the engine deck before permanently attaching the deck screen.

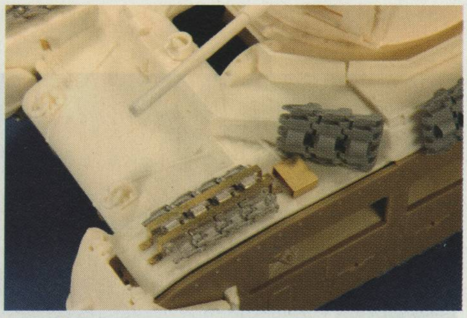
Spare track was carried not only as spares, but were often welded onto the vehicles to act as additional armour. I used sections of Firestorms cast resin track as the additional armour sections, and left over Friul track for the spares. Firestorm provides a small-etched fret that includes spare track brackets.



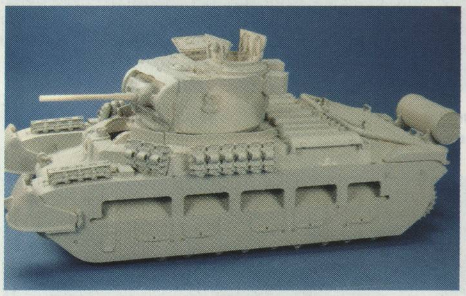
Firestorms' turret. This encompasses some exquisite detail, right down to screw and bolt heads. The turret also displays a more accurate shape, from the turret sides to the loaders' hatch.



Engine deck. Aussie tankers attached either PSP sheeting or mesh to the engine deck, in an effort to stop Japanese infantry attaching mines there. This mesh comes from an additional Firestorm set. I bent and dinged the mesh, as this would have been walked on every day when the crew serviced the vehicle.



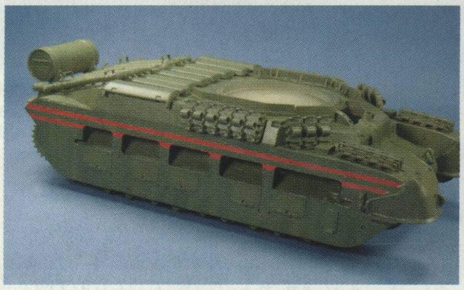
Front fender. The grey track sections are spare tracks included in the Firestorm set. These were welded on to the real vehicle to supplement the vehicles' armour. The metal links are Friul track links, and the etch retaining straps are supplied in Firestorms' conversion.



First off the model gets a coat of Tamiya spray grey primer. This provides an excellent key for paint and weathering.

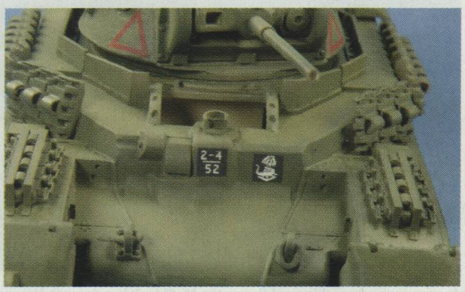
Base coat applied. Don't tell anyone, but this colour is in fact Gunze RLM83 Dark Green, an aircraft colour.

Next the vehicle received a selective overspray of Gunze H423 Dark Green mixed with Tamiya XF4, Yellow Green. This begins the weathering process.



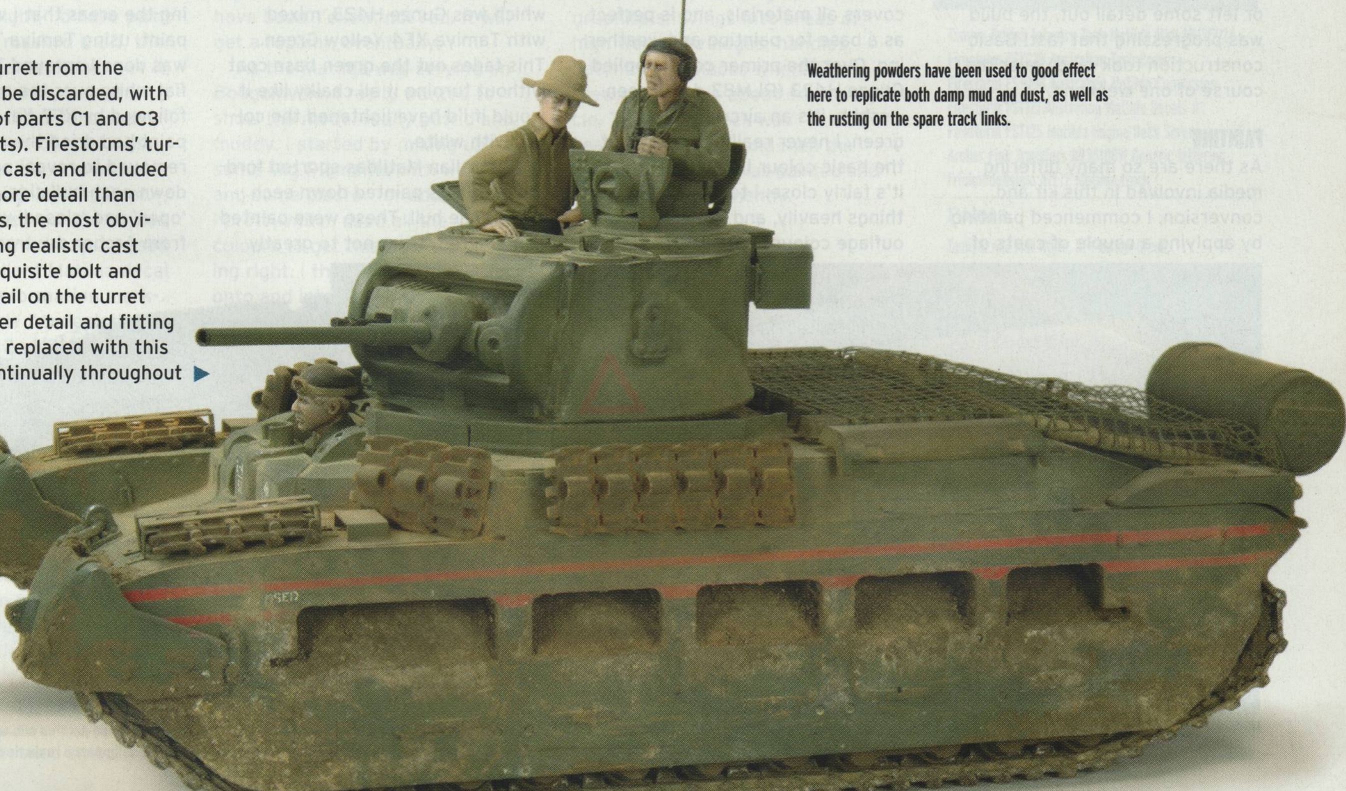
Once the masks are removed, there's always a need for a few touch ups. Note at the front of the vehicle, just behind the large front fender, a touch of white undercoat is evident.

All the arm of service, squadron and formation markings are applied using a mix of Firestorm, Tamiya kit decals and Archer dry transfers. A coat of Gunze H20 flat coat seals all these in and protects the paint and decals for the weathering process.

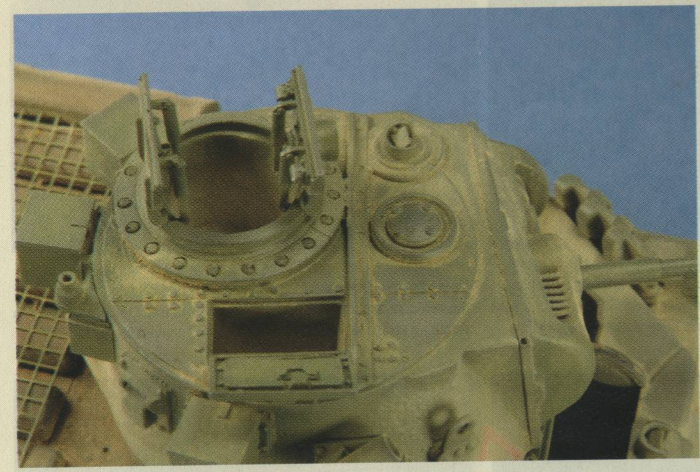


2nd/4th Aust. Armd Regt and formation markings supplied in the Firestorm Matilda Decals set. These are lovely decals, perfectly in register and free from carrier film.

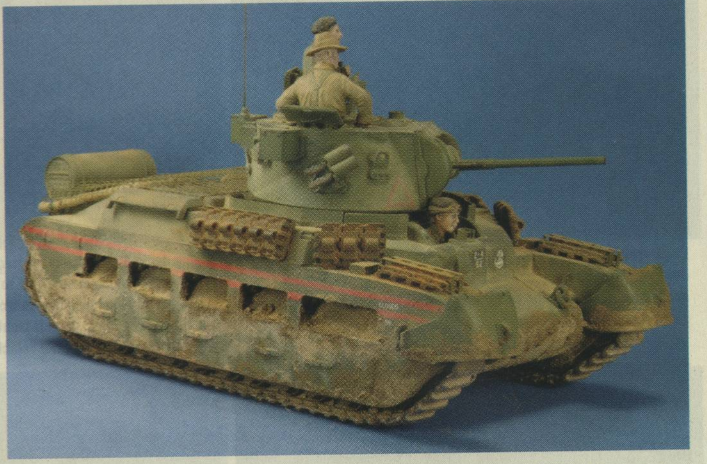
The entire turret from the Tamiya kit can be discarded, with the exception of parts C1 and C3 (antenna mounts). Firestorms' turret is perfectly cast, and included substantially more detail than what it replaces, the most obvious details being realistic cast texture, and exquisite bolt and screw head detail on the turret roof. Every other detail and fitting on the turret is replaced with this conversion. Continually throughout ▶



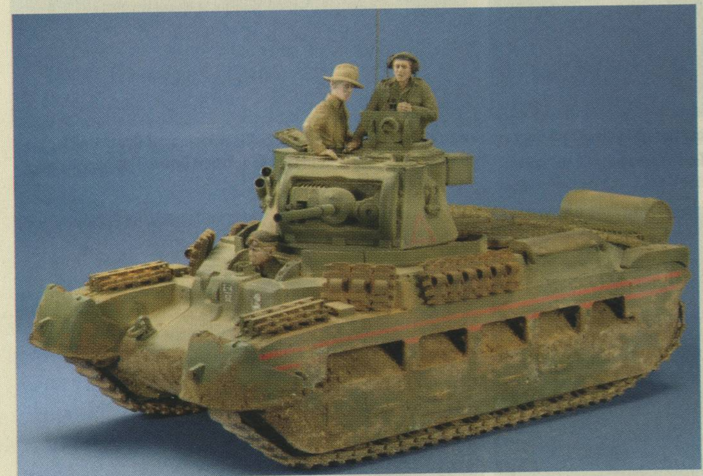
Weathering powders have been used to good effect here to replicate both damp mud and dust, as well as the rusting on the spare track links.



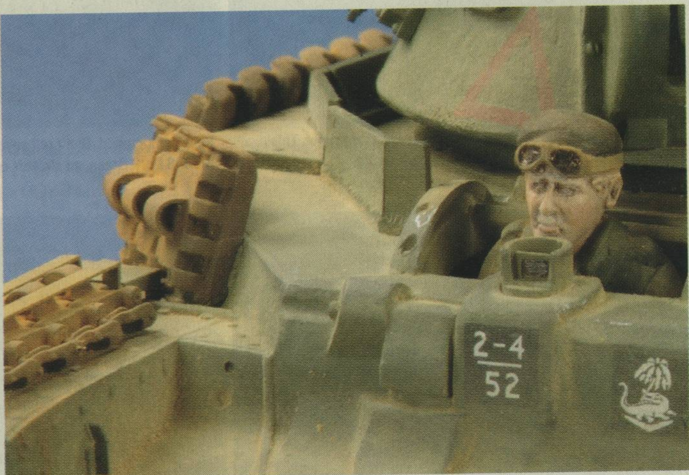
Turret top. Here I've worn all the pastels back almost to the base green. I've also added some metallic wear with a sharpened 2B pencil and some graphite shavings.



The two tubes on the side of the turret are in fact smoke dischargers, these are a standard feature of most World War II British tanks and armoured cars.



As we can see from this overall view the Matilda, it is a deceptively small tank. The tiny turret must have been a very unpleasant place to be during the battles of the Far East or North Africa.



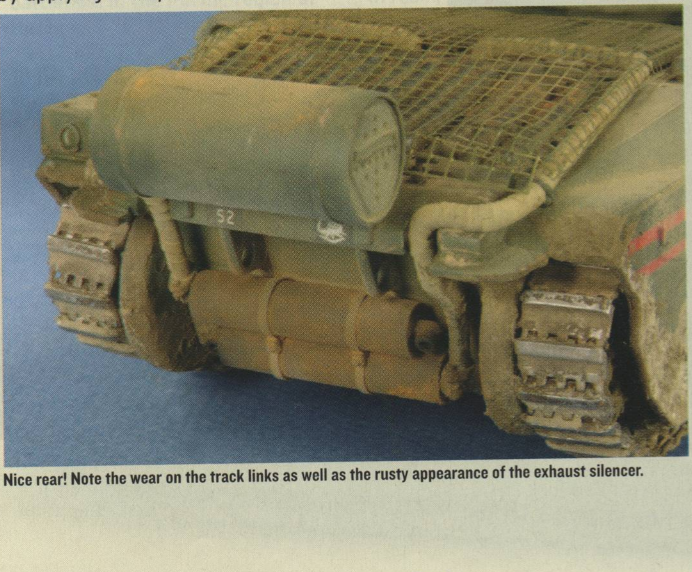
Driver figure added. Smile man, it can't have been that bad! The Firestorm driver has what I think is a real grumpy face. Note also the spare track has a rusty tinge to it, added using pastel chalks.

this build, I'd look back and think that either I've skipped something, or left some detail out, the build was progressing that fast! Basic construction took place over the course of one weekend.

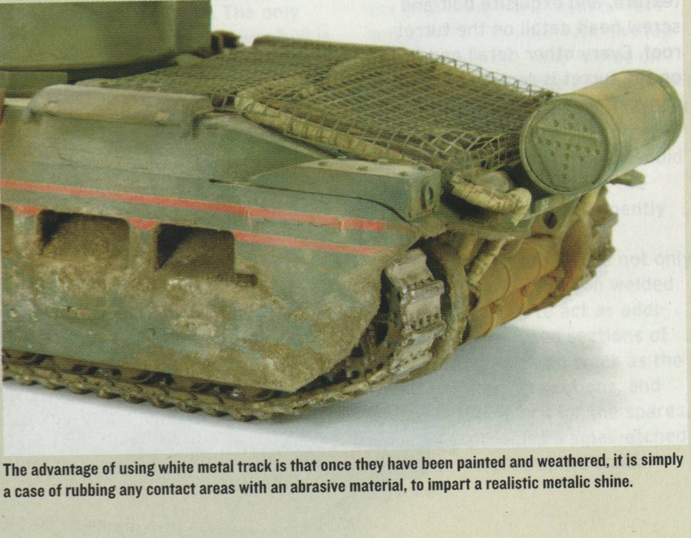
PAINTING

As there are so many differing media involved in this kit and conversion, I commenced painting by applying a couple of coats of Tamiya Grey Primer. This stuff is the bees' knees, is sprays well and covers all materials, and is perfect as a base for painting and weathering. Over the primer coat I applied Gunze H423 (RLM83 dark green - sshhh, it's an aircraft colour!) green. I never really stress about the basic colour I apply, as long as it's fairly close. I tend to weather things heavily, and the initial camouflage colour bears little relation to the end result. So over this base colour I applied a fader coat, which was Gunze H423, mixed with Tamiya XF4 Yellow Green. This fades out the green base coat without turning it all chalky like it would if I'd have lightened the colour with white.

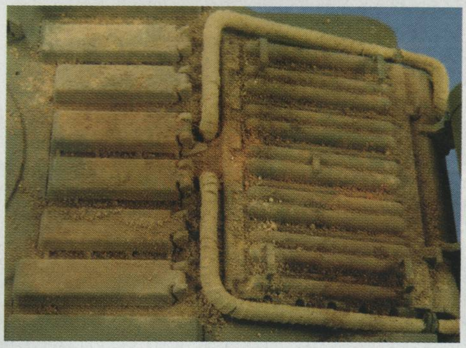
Australian Matildas sported fording markings painted down each side of the hull. These were painted in a dull red, so as not to greatly disrupt the camouflage effect of the vehicle. I started off by masking the areas that I wanted to paint, using Tamiya Tape. Once this was done I sprayed Tamiya XF2 flat white over the masked area, followed by XF7 flat red. Once the paint had dried the masks were removed to reveal parallel red lines down each hull side. The words 'open' and 'closed' were added from Archer dry transfers, signify-

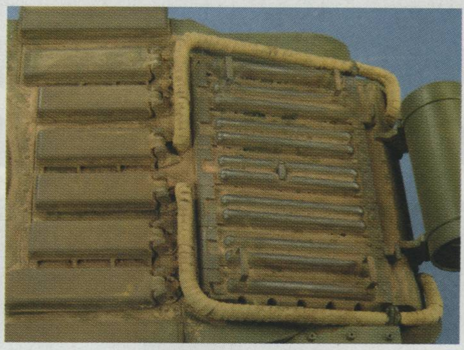


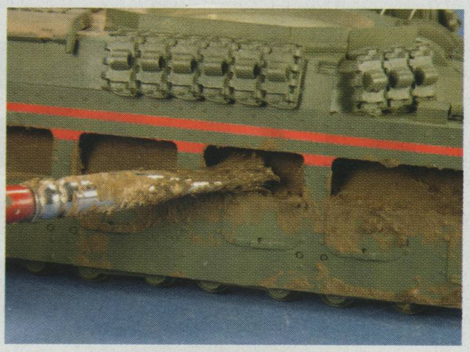
Nice rear! Note the wear on the track links as well as the rusty appearance of the exhaust silencer.

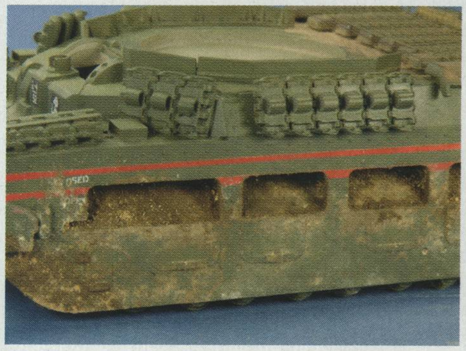


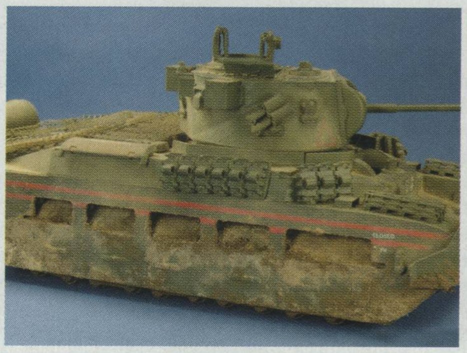
The advantage of using white metal track is that once they have been painted and weathered, it is simply a case of rubbing any contact areas with an abrasive material, to impart a realistic metalic shine.

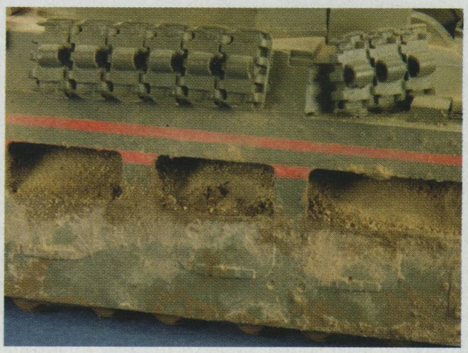

Pastels and pigments applied to the engine deck. I brushed water over these powders, blending them and adhering them to the model. Once dry this looks like dried crud!


I then added wear to the engine deck by rubbing graphite onto the deck, highlighting areas of wear. Over this the photo etched deck mesh was added.


Adding the mud mix. This is both my favourite part, and totally terrifying. I'm always worried that the mud will turn out looking not so much like mud, but like... Well, you get the idea. Needless to say I use an old brush here, and ensure that the mud sits in a natural way.


Here I've added dry pastels and pigments over the wet mix. This adds colour variation and interest to what might otherwise be plain brown mud.


Overall shot of the model with the lower parts all muddy and the upper parts dusty and dirty. Here the deck mesh has been added and weathered to blend it into the rest of the vehicle.


Close up of the muddy hull. If you look closely at the front of the large section of spare track, you can see minute weld detail - this track was welded on to add more armour protection.

" Having just built Tamiyas' new Char B1 bis, there are similarities between the suspension of these vehicles, many tiny road wheels hidden behind large armour plates, large simple plate style track and lots of rivets!"

ing the fording depth allowed when the hull side flaps were either open or shut. In hindsight, I'd have painted the red first, masked it off, then shot the green camouflage over it, but hey, you live and you learn!

Australian Matildas followed the British doctrine of markings, so carried formation, arm of service, squadron insignia, War Dept. numbers, and often vehicle names and embarkation markings. I used Firestorms excellent Matilda decal sheet to add the formation marking. As the vehicle I'm depicting comes from the 2nd/4th Australian Armoured Regiment, whose parent unit was 4th Australian Armoured Brigade, I applied the palm tree with crocodile over a boomerang decal, and the arm of service decal – a white 2/4 over white 52. These decals are amongst the best I've ever used, no carrier film, and absolutely no silvering. For the squadron marking on the turret, I used a red triangle denoting A Squadron, left over from the original Tamiya kit. These also went on surprisingly well. This is where Murphy's Law struck, after the model was finished and photographed, I came across pics showing that this A sqn. Triangle should have been Yellow, not red. It will get a repaint, eventually.

As the Matilda was serving on Bougainville, I really wanted to show the model really putrid and muddy. I started by mixing up some Mig Pigments with water, and some plaster for added bulk. I pretty much used all the various colours to get this mud mix looking right. I then slopped the slurry onto and into the model, ensuring that there was a good amount up inside the hull sponsons and mud chutes. Before this had cured, I them randomly mashed into the wet mud varying shades of dry pigments. I wanted to achieve a real 2 tone layered effect to the mud, and applying dry pigments over wet pigments is a great way to do this. Good friend and modelling powerhouse in his own right, Willy Nailor, first showed this method to me.

The tracks were first painted with Vallejo chocolate brown then got a serving of this mud mix as well. The upper surfaces of the hull, and the turret received somewhat lighter weathering. They were dusted with pastels, then wear was added by rubbing some graphite shavings into areas of high wear, like edges, handles, hatches and places where the crew would walk about on the vehicle. The engine deck was heavily weathered, and then the etched deck mesh was painted and glued down permanently.

FINISHING OFF

Finally, I added Firestorms Australian Matilda crew to the model. I replaced the commander figure, as he is wearing a leather jerkin, not the ideal uniform for tropical Bougainville. I ended up replacing his torso with an Afrika Korps German fellow, after all his German insignia and so on was removed. He has nice shirt detail, and a shirt is a shirt. The figures were painted in oil paint and Humbrol enamels, and dusted with pastels to blend them to the vehicle once they were glued in.

This was a great fun build, and over the course of a couple of weekends, turned out to be a fast one at that! Stay tuned to MMI for more Aussie stuff from me! ■

Modelspec

Tamiya British Infantry Tank Matilda MkII MM35024
Firestorm FST029 Australian Tank Crew
Firestorm FST096 Australian Matilda Conversion
Firestorm FST121 Australian Matilda Decals #1
Firestorm FST125 Matilda Engine Deck Screen
Archer Fine Transfers AR35108W Generic lettering
Friulmodelisimo ATL72 Matilda track

Paints

Tamiya: XF2 Flat White, XF4 Yellow Green, XF7 Flat Red

Gunze Sangyo: H20 Flat Clear, H423 RLM83 Dark Green

Vallejo Acrylic: 872 Chocolate Brown

Recommended Websites

Mouse House's excellent WW2 Matilda markings page http: //www.mheaust.com.au/Aust/Research/Matilda/Markings%20WW2.htm

Australian War Memorial website, fantastic picture archive: http://www.awm.gov.au/

✓ Great conversion, easy to build, long neglected subject (go aussie!)

✗ Tired old kit to be used as basis!

Rating ●●●●●◐○○○○

BIG BAD BUFFA

The Editor builds and details Italeri's Buffalo for the first part of another of his two part dioramas

Sometimes in our quest to build and detail a particular model, our own research is not enough, whereupon we have to rely on someone else's work. This is what happened to me with this LVT4, the problem was that I wasn't originally going to use a Buffalo with the Diamond T Tank Transporter, originally I was going to load the Diamond T with an Italeri LCM Landing Craft I had built for the Tamiya magazine. But no matter how many times I looked at the photos of LCM's loaded on the back of these transporters in the Allied Axis book, I couldn't bring myself to copy the pictures. To me, when I placed the Landing craft over the Truck it just looked ridiculous, and secondly covered too much of the Diamond T which was going to be the main reason for the original article.

Back to the LVT, these featured in the same Allied Axis book, and looked really imposing as a load without dwarfing it. Now I had decided to build one of these, I was going to need some help with this short notice build. For this reason I used the excellent 16 page article penned by Bruce Crosby in another modelling title. Basically, this article was all that was needed to drastically improve the Italeri kit without the need for a full re-build. Not wanting to plagiarize Bruce's work, this is what I needed to do to detail and correct my LVT...

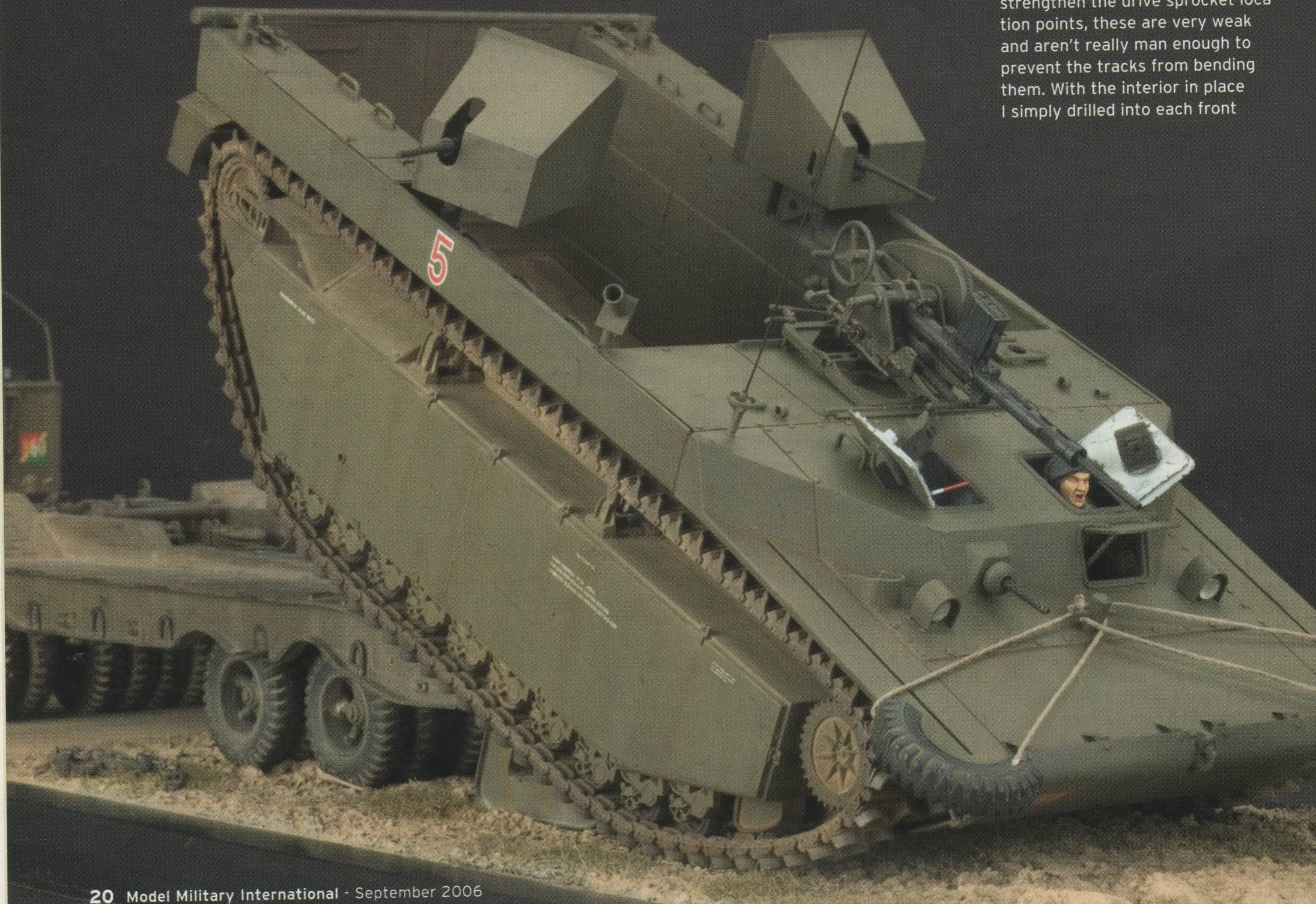
BUILDING

As this model was going to be used in a diorama in the act of being loaded onto a trailer, I was going to have to open up the driver's compartment and build some form of interior. My easiest option was to get hold of the Verlinden update set, which includes a complete driver and engine compartment, the other very useful feature of this set is it includes new drivers comp roof hatches and surrounds. This saves a lot of extra work because the Italeri hatches are moulded closed.

The Verlinden rivers compartment was assembled as per the instructions and only needed some minor trimming for a perfect drop-in fit. Painting of the interior needed to be completed at this time and at this point along with a driver figure. When I come to painting interiors I always get carried away, and end up spending way too long and worrying about any microscopic imperfection that won't even be visible on the finished model.

The figure I chose to use for my driver was an Ultracast British tank commander dressed in the famous Pixie suit. He was chopped about so he would fit in the drivers seat, he did end up rather mutated in the legs department, but the main thing is he would look fine once the roof was on. I decided to leave his head off until the construction and painting had been completed, then simply glue it to his body though the open hatch.

Now with the interior finished the next modification was to strengthen the drive sprocket location points, these are very weak and aren't really man enough to prevent the tracks from bending them. With the interior in place I simply drilled into each front



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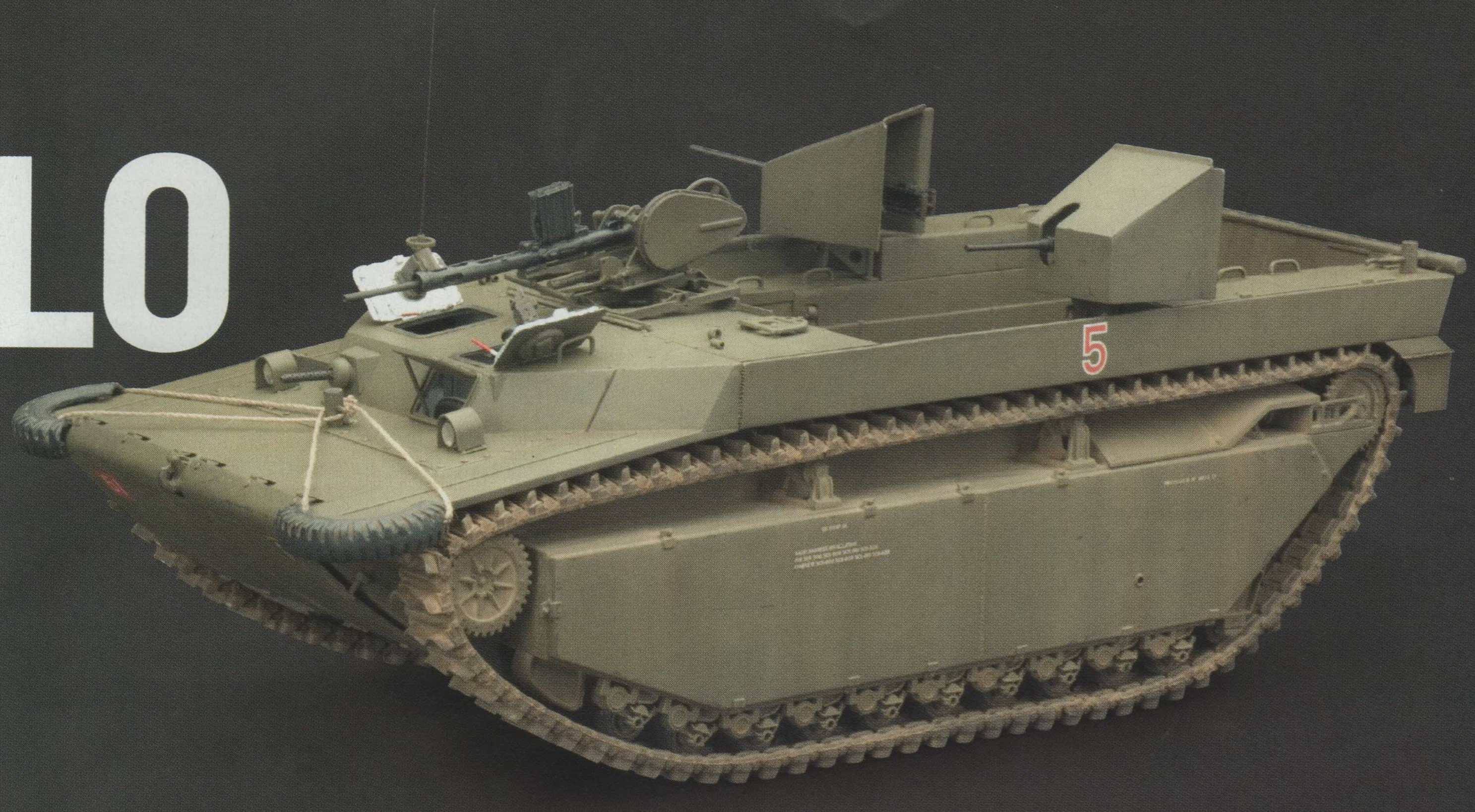


sprocket and then inserted a short length of brass rod and fixed with 5-minute epoxy glue, then using the same drill bit drilled into the hull side and into the resin transmission part. This would now make for much stronger sprockets, without fear of them being snapped by the tracks.

Moving to the load compartment forward bulkhead, the version in the kit is an early type and differs in detail to the later variant I was wanting.

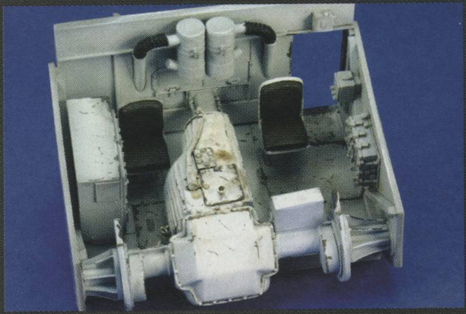
The engine compartment roof is in much need of some improvement, the main problem is the access panels have been depicted as welded on in the kit, now even a complete layman would realise this would make engine maintenance pretty much impossible.

These welds were scraped off with the aid of an Olfa P-cutter, and whilst I was at it all of the moulded bolt detail was removed to be replaced later by better rendered ones fashioned from a Historex punch and die set.

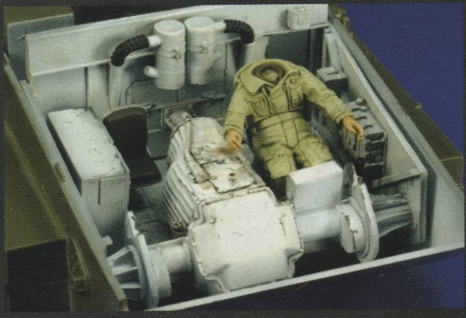
PAINTING

After masking off the hatch openings in the cab, I gave the entire model a coat of Acrylic grey car primer, at which point I usually become very aware that my scratch building skills still need some practice. With any mistakes duly repaired, the hull and all the separate sub assemblies, i.e. hatches, gun shields etc were given an initial coat of Vallejo Modelair Olive Drab. This was followed by a light mottling on the horizontal surfaces, and streaking down the vertical ones using thin applications of both Brown Violet and Russian Green; I tend to do this mottling effect to most models that are in a monotone finish. I think it just adds a little depth and interest to a potentially bland base colour.

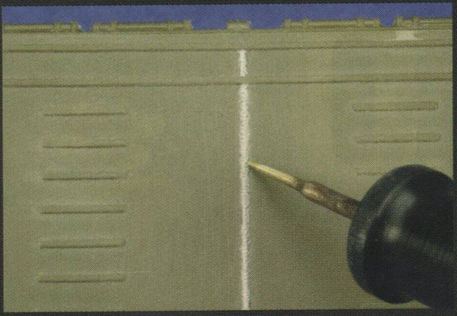
With the basic colours in place, I added the marking needed from the Archer dry transfer range for the stencilling and the vehicle numbers. The divisional and arm of service markings came from Accurate Armour's range of waterslide decals. My good friend Spencer Pollard taught me the best way of attaching waterslide decals without having to gloss the entire model first; simply trim all the carrier film away, this task is simple ▶



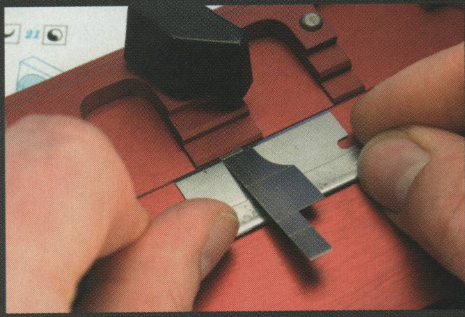
Verlinden Productions LVT 4 drivers compartment was used to fill the empty void in the kit once the hatches had been opened. No extra detail was added because very little will remain visible after completion.



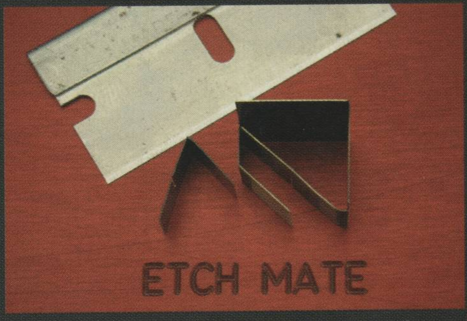
The drivers compartment has now been installed and the headless Ultracast British figure in pixie suit has been placed in the drivers position.



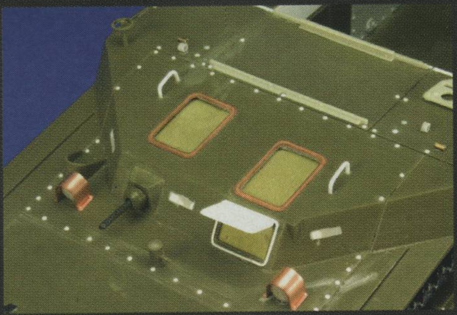
The missing weld seam from the centre of the rear ramp was added from a thin strip of plastic strip, followed by replicating the weld effect with a pyrograph tool from Historex.



The Eduard etched brass swim vanes are being folded to shape with the aid of Mission Models Etch Mate.

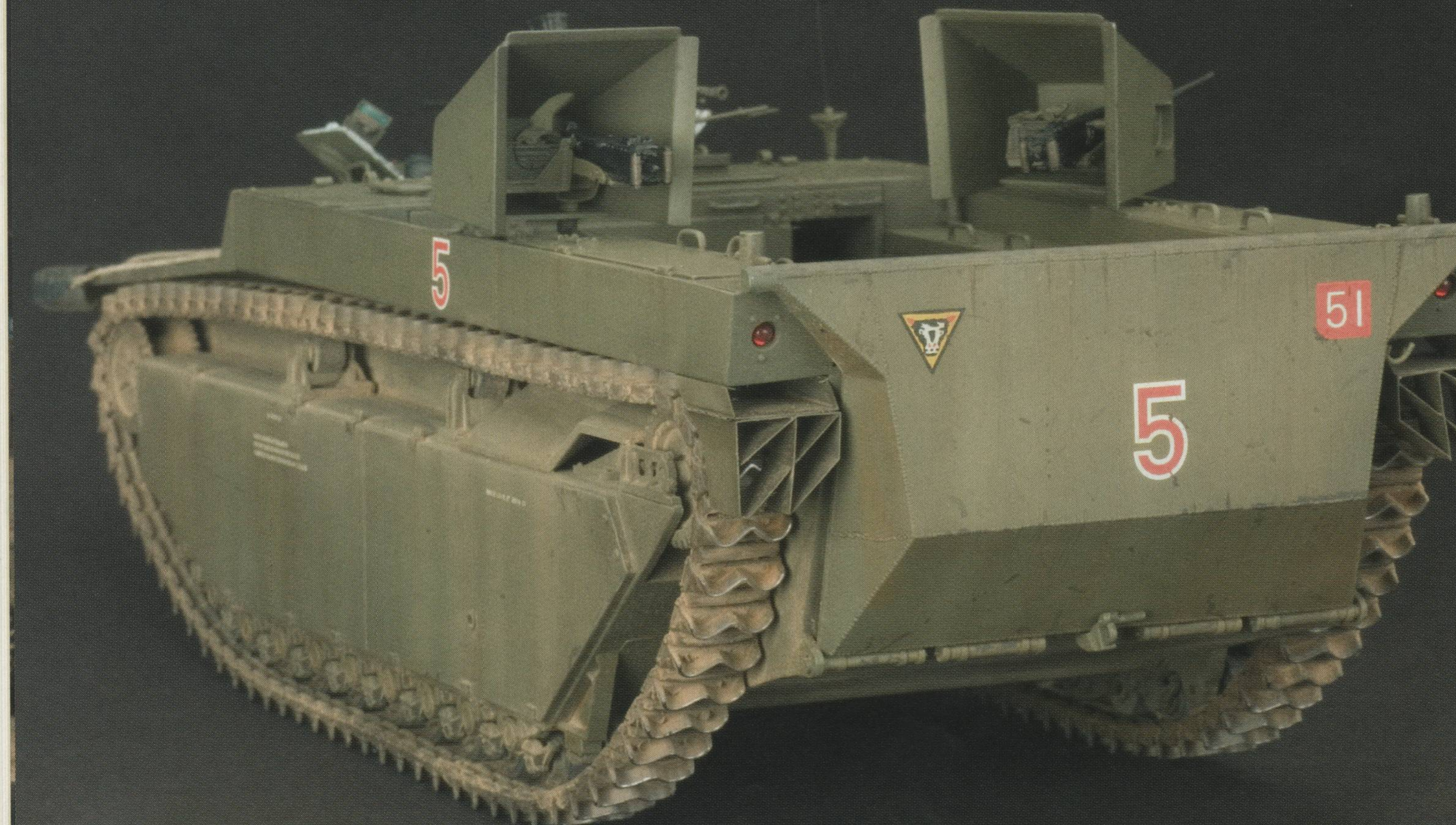


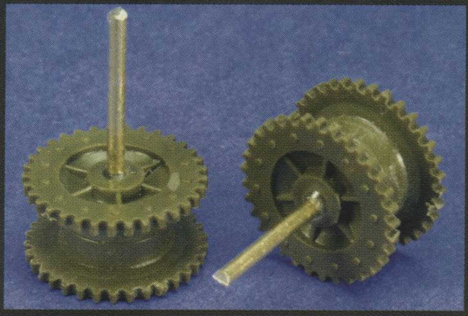
The swim vanes have now been folded to shape, two parts make up each vane. These are best attached after the tracks have been installed.



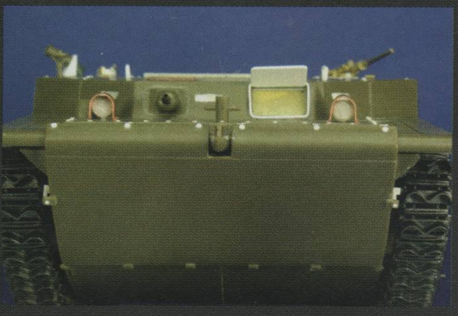
The kit bolt head detail is on the soft side, so the author removed them all from the cab area and replaced them with plastic card discs punched out using a historex punch and die set.

> "Now with the interior finished, the next modification was to strengthen the drive sprocket location points"

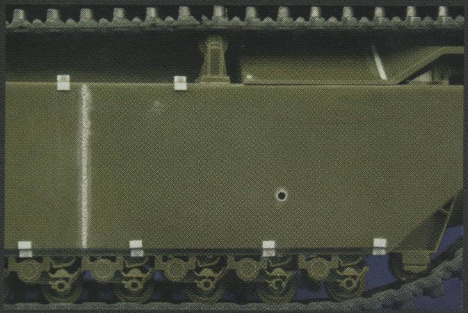




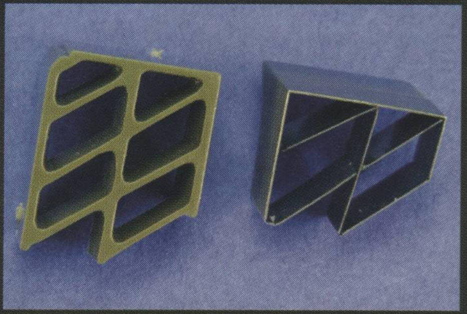
The drive sprocket mounts have been strengthened with brass rod fixed in place with 5 minute epoxy glue.



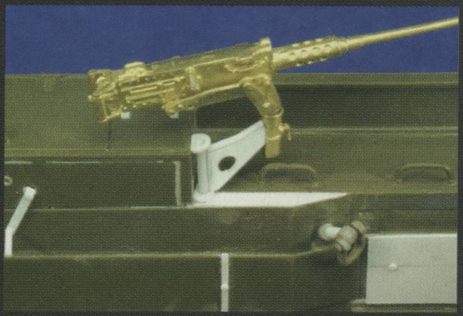
Italeri also include the applique bow plate armour. The missing join line just below the central towing hook was scribed with the aid of a steel rule and Olfa P cutter.



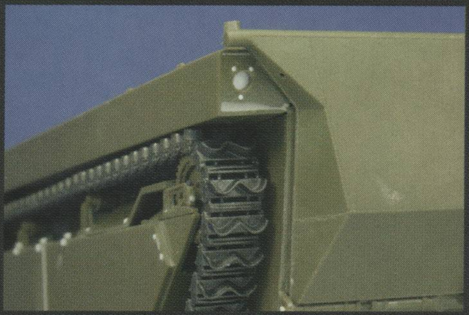
The pontons required some minor detailing in the way of some missing weld seams and the fixing clamps for the applique armour plates.



In this photo we can see how much of an improvement the Eduard etched brass swim vanes are over the original kit parts.



The side mounted .50 cal machine gun mounts were scratch built from plastic card and rod, using the photos in the Allied-Axis book as reference.



The kit tail lights have received some detailing, along with the missing drain hole on the top edge of the ramp. Note how close the top run of the track is to the bottom of the sponson.

enough since the decals are either squares or triangles in this case. Then soak the backing sheet off as normal in warm water, once the backing sheet has separated, carefully pick the decal up with a pair of tweezers. I then gently wipe the decal across the back of my finger to remove the excess water, the decal is then dipped the into an old 35mm film cassette containing Johnsons Kleer. The decals can then be positioned as normal and the excess Johnsons can be dabbed of with a lint free cloth (in my case whatever T shirt I have on at the time!)

WEATHERING

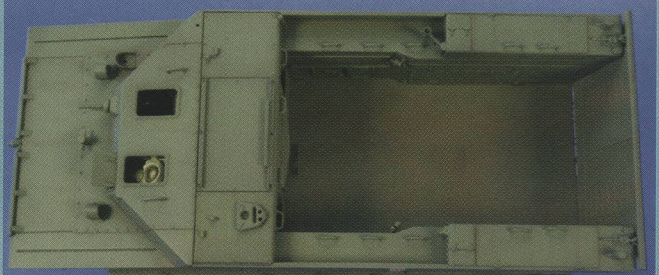
With the basic painting and decaling out the way I was ready to start the weathering process. With this particular LVT I wanted it to remain fairly clean, as if the LVT is being collected from a motor pool for an up coming operation.

First off the entire model was given an oil paint colour wash with Raw Umber, this was then left overnight to dry before dotting the vertical surfaces with small spots of Yellow Ochre, Burnt Sienna and Ivory Black. A broad flat brush loaded with clean white spirits was gently dragged down over all these dots, with the intention of leaking various subtle streaks to represent rust, dirt and general discolouration.

To finish off the exterior weathering some minor scratching and scuff marks were added using a fine brush and Vallejo Olive Drab mixed with a small amount of black.

At this point I felt the floor of the cargo compartment needed a bit more weathering, I started out by spraying mixes of Vallejo Red Leather and Orange onto the floor. This was followed by colour washes of Raw Sienna and Yellow Ochre, this wash pooled in all the recesses and looked perfect for fresh rust.

Before the wash had fully dried small amounts of thinned Ivory Black were tapped from the end of the brush to simulate oil stains, along with thinned Humbrol Gloss Cote to replicate watermarks and puddled water on the floor.



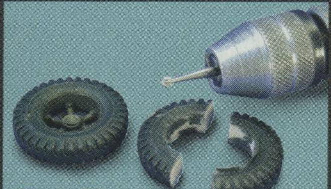
Some subtle air brushing using rusty browns and orange has been added to the cargo compartment to start the weathering process.

With the painting complete it was time to add the tracks and the swim vanes. The vinyl tracks are quite nice, Italeri have made a fair attempt at reproducing these complex tracks, and the only problem with them is they are very stiff. Which is why it is essential that the sprocket mountings be strengthened.

Once the tracks had been assembled. They were painted off of the model, due to the material used for the tracks they don't paint very well, inevitably some of the paint flaked off during fitting, and any damage was touched in once they were on. Final weathering was completed with a combination of oil paint washes and a dusting of Mig Productions Europe Dust.

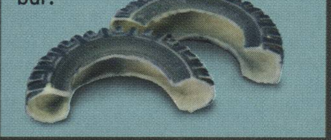
FINAL FITTINGS

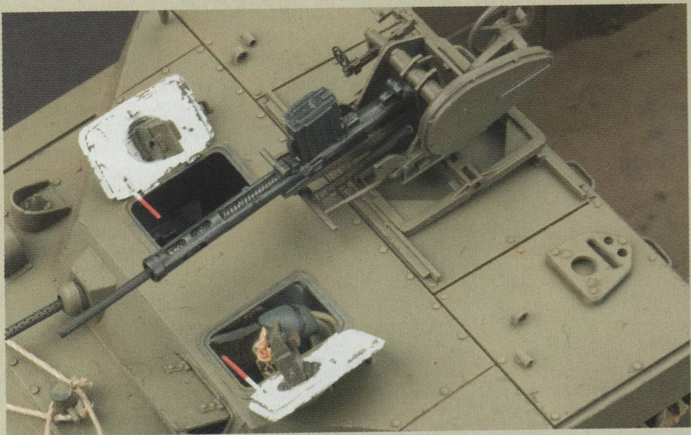
Now that the tracks were on it was time to arm up my Buffalo, to do this I had to make up new mounting brackets for the fifty's from plastic card and rod, using the photos I had to hand. To make the shields I gathered all the photos together I had, and by taking measurements from parts I had dimensions for could work out fairly accurately the size of the shields. Once I had all the dimensions I then drew them onto paper to make templates before cutting all the parts out from 15 thou plastic card. After a couple of failed attempts I found it best to cut the parts a little on the large size, glue them with Cyano glue and then sand to the exact size after. They may not be exact but I'm still very pleased with the way they turned out.



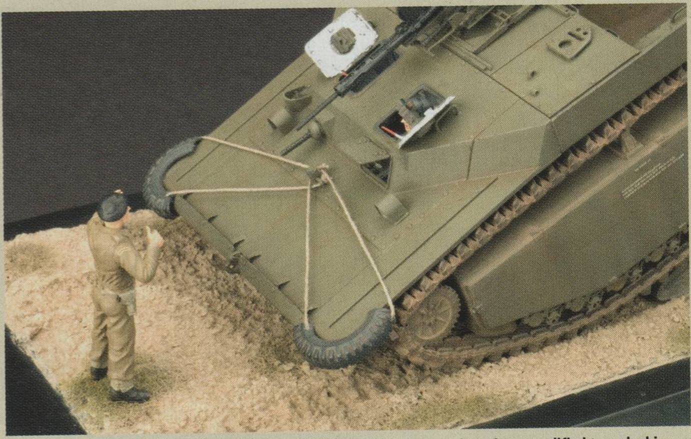
Tech Tip!

One of the spare wheels from the Diamond T tank transporter was used to make a set of fenders for the front of the LVT. This was achieved by first sawing the wheel in half then very carefully grinding the inners out with a dental bur.

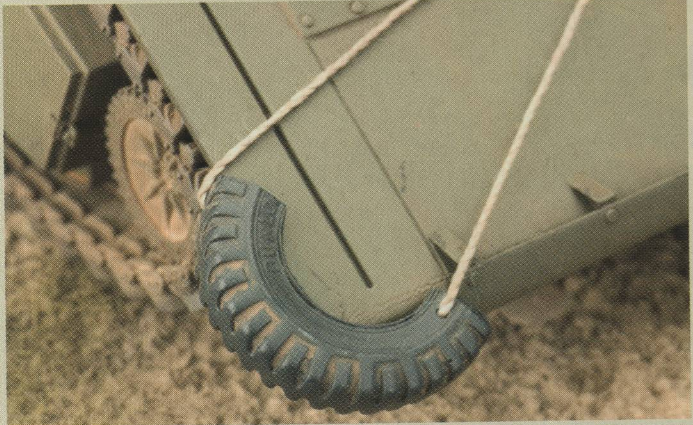




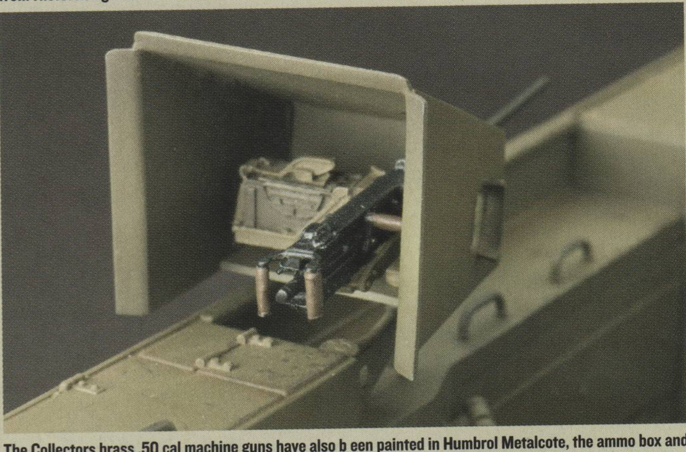
The Polsten cannon has been painted using Humbrol Metalcote, Gunmetal and then buffed using a stubby artists brush. Note that the inner hatch faces have been painted white, as per photos in the Allied-Axis book.



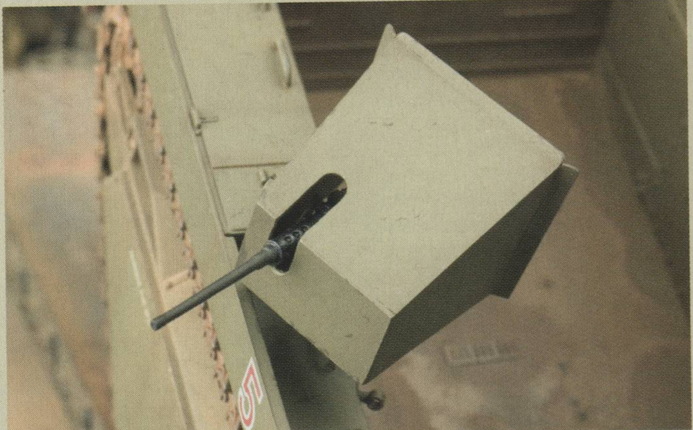
The figure guiding the LVT onto the trailer is from Ultracast, his arms have been modified to make him more appropriate for the task. His shoulder patch is a dry rub decal from Archer Fine Transfers, available from Historex Agents in the UK.



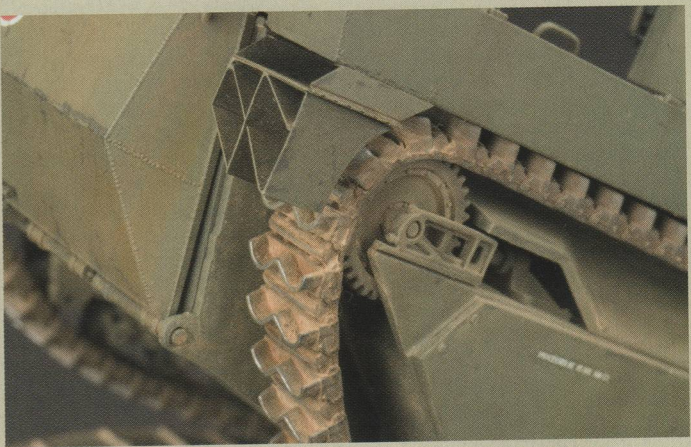
The spare resin wheel fenders have been secured in place by thin twine threaded through small holes drilled into the tyre side walls. Dirt has been added to the tread using Mig Productions Europe dust.



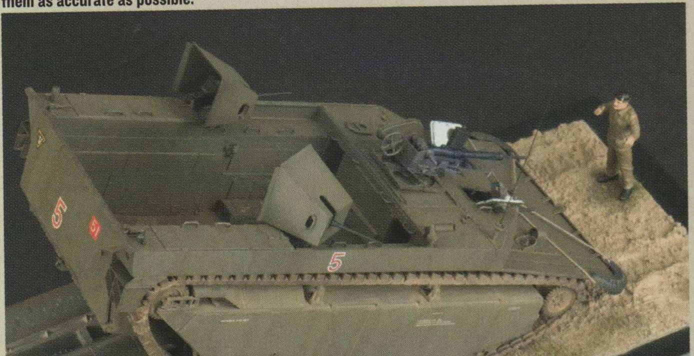
The Collectors brass .50 cal machine guns have also b een painted in Humbrol Metalcote, the ammo box and tray came from the Verlinden LVT set No 1677, which also includes the drivers compartment and engine.



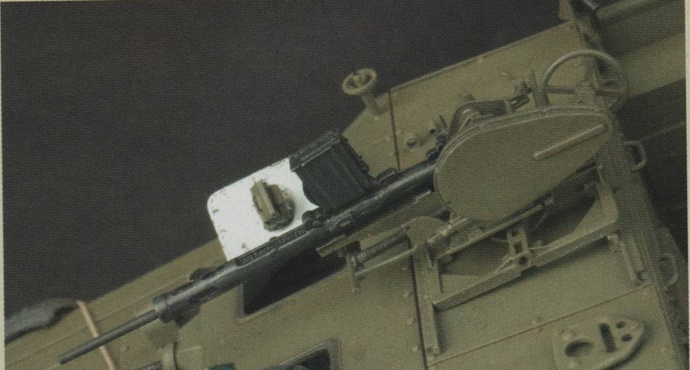
The side mounted .50 cal machine guns had scratch built shields made from plastic card. The author didn't have the exact measurements, but by careful study of the material available has tried to make them as accurate as possible.



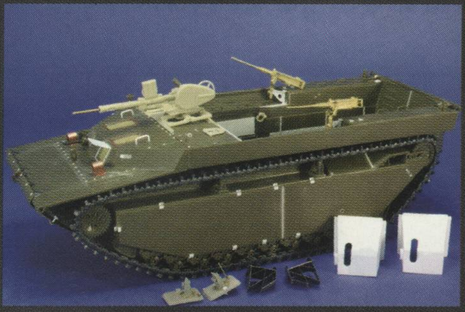
The Eduard etched swim vanes look excellent in place. The tracks have received a dusting of Mig Productions Europe dust pigment and the contact points of the tracks have been dry brushed with Games Workshops chainmail arcylic paint.



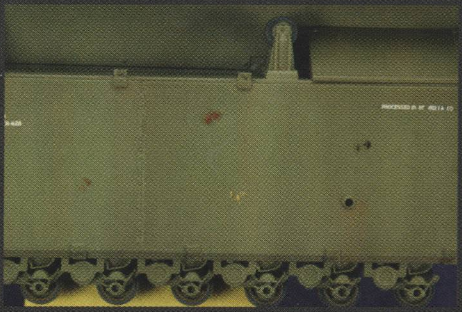
Here we get a sneak preview of the LVT being loaded onto the Diamond T tank transporter. The full story of the Diamond T will be covered in part 2 of this article.



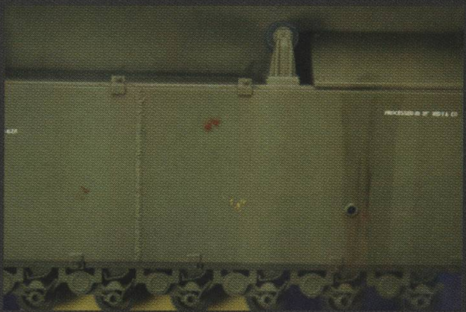
Looking at the war time reference photos of the Polsten cannons fitted to British LVT's, they always seemed to be fitted with the large drum magazine, whereas the Cromwell kit only includes the smaller box magazine.



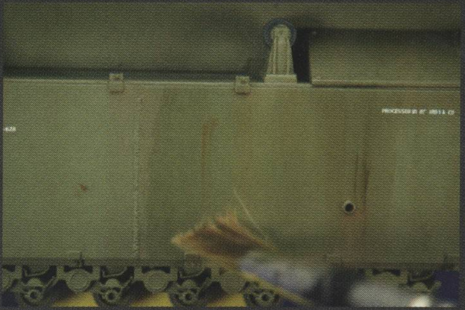
The model all ready for painting. No major rebuilding was undertaken, but the author still added a lot of smaller detail.



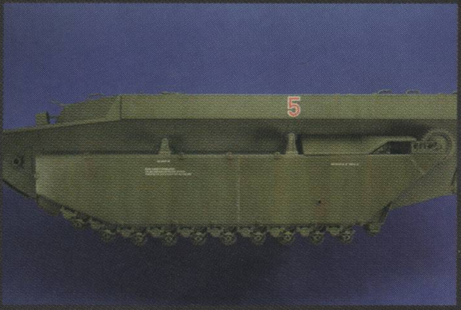
To achieve the streaks on the ponton sides the author first added random dots of oil paints, the colours used were Yellow Ochre, Black and Burnt Sienna.



Once the oil paint dots were in place, a wide flat brush was dipped in clean white spirits then dragged down over the dots of paint.



The brush will need to be dragged over the colours repeatedly until the desired effect is achieved. Care must be taken as it is easy to remove all the colour, in which case the whole process will have to be repeated.



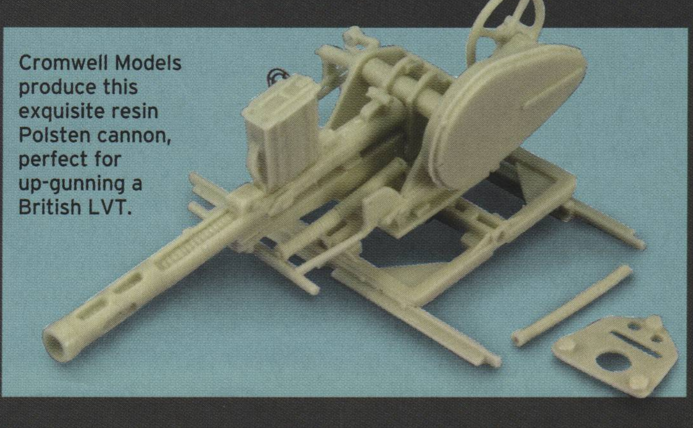
The left hand ponton has now been finished, the final effect is subtle but works very well. This process can be repeated as often as required, once the oil paints have had sufficient time to dry fully.

Even though these oil paints are only being used for weathering, it is still best to use high quality artist grade paints from the likes of Winsor and Newton and Daler-Rowney.

"After a couple of failed attempts I found it best to cut the parts a little on the large size"

The addition of a Polsten cannon was a common modification made by the British Army to increase the firepower during water borne assaults. One of the major deciding factors in choosing to do a British Buffalo was Cromwell Models release of the Polsten cannon. The cannon itself is all cast in resin; the parts were all perfectly cast. Careful attention needs to be paid to the instructions because they only show photos of an assembled and painted gun.

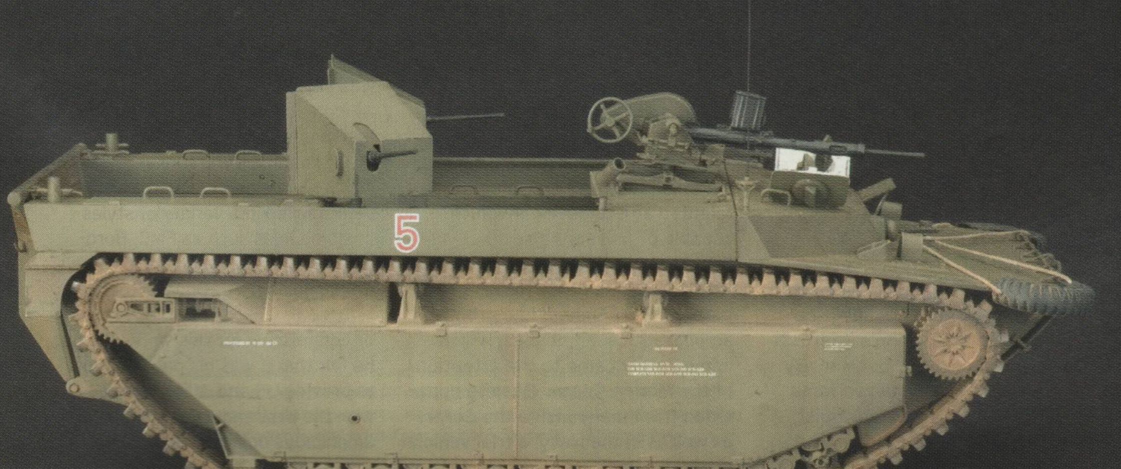
I did have to supply my own ring sight, as one isn't included but is shown on the finished gun in the instructions.



Cromwell Models produce this exquisite resin Polsten cannon, perfect for up-gunning a British LVT.

CONCLUSION

This has been one of those projects that I enjoyed every minute of; I'm pleased I added the Polsten cannon and scratchbuilt the gun shields for .50 cal machine guns. It really helps change the look of the standard LVT(4). I know there are a few inaccuracies with the kit, regarding the engine hatches, the depth of the sponsons above the top track run, and that the tracks are too stiff for the sprocket mountings to cope with, without snapping off. But for less than £15 I'm so pleased Italeri has released this cool looking vehicle. ■



Modelspec

Italeri 1:35 LVT4 Kit No.379

Sets Used

Cromwell Models Polsten canon CA 128
Collectors Brass .50 cal machine guns (out of production)
Verlinden interior LVT 4 Detail set 1677
Eduard etched brass set 35358
Various Archer dry transfer sets
Accurate Armour Armd Division markings

Figures

Ultracast British figures
UC 35029
UC 35032
UC 35035
UC 35037

References

Article by Bruce Crosby
Allied Axis No 8 LVT's at the front. (Historex)
Concord British tanks Holland and Germany 1944-45
Concord Amtracs and Amphibians at War 1941-45
Raw Umber.

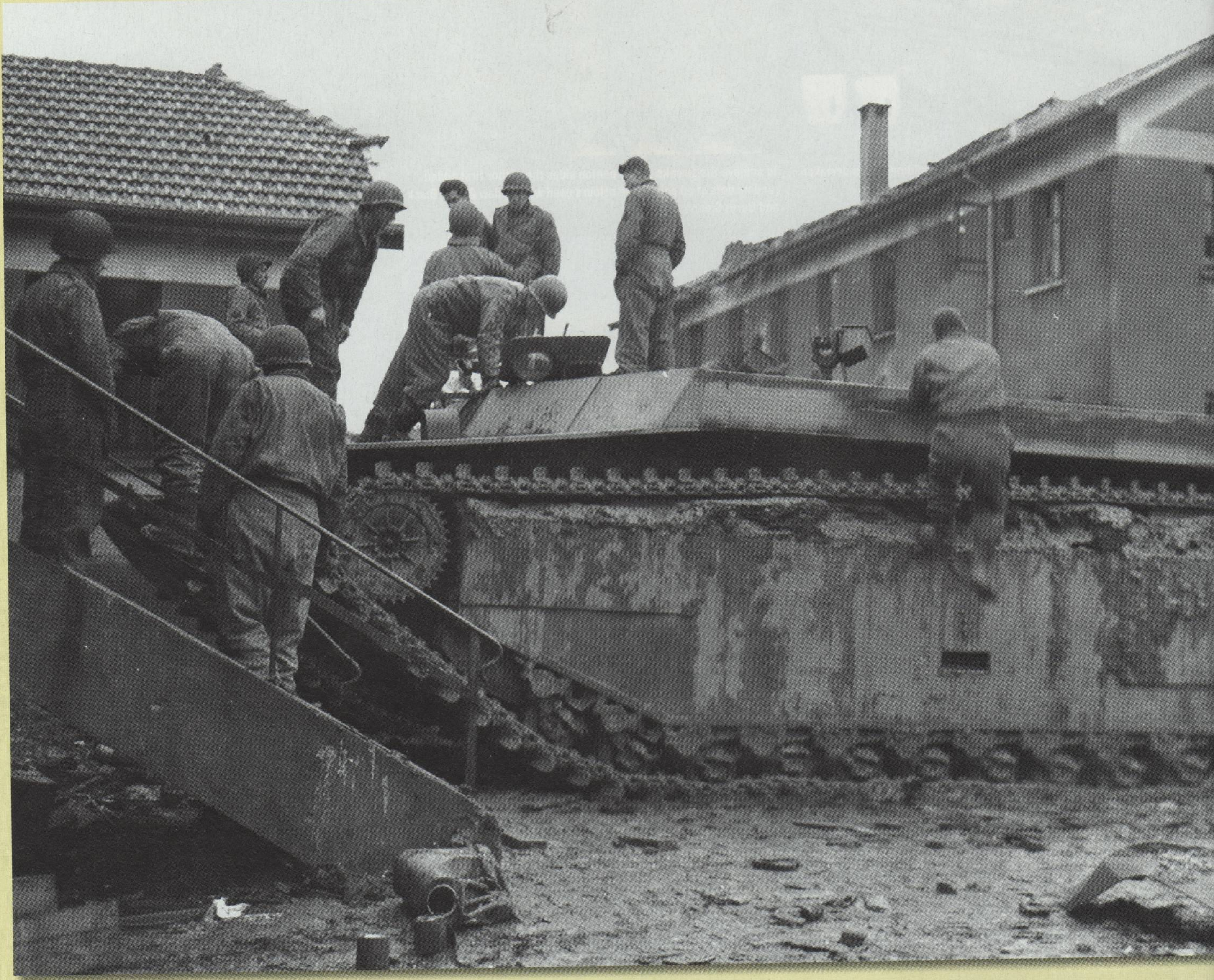
✓ Great subject, good fit of parts and clear instructions.

✗ Some inaccuracies, weak sprocket mounts and stiff track material.

Available from

www.accurate-armor.com Ultracast
www.historex-agents .co.uk Verlinden
www.cromwellmodels.com
www.lsamodels.co.uk Eduard

Rating ●●●●●◐○○○○



ROEBLING'S ALL

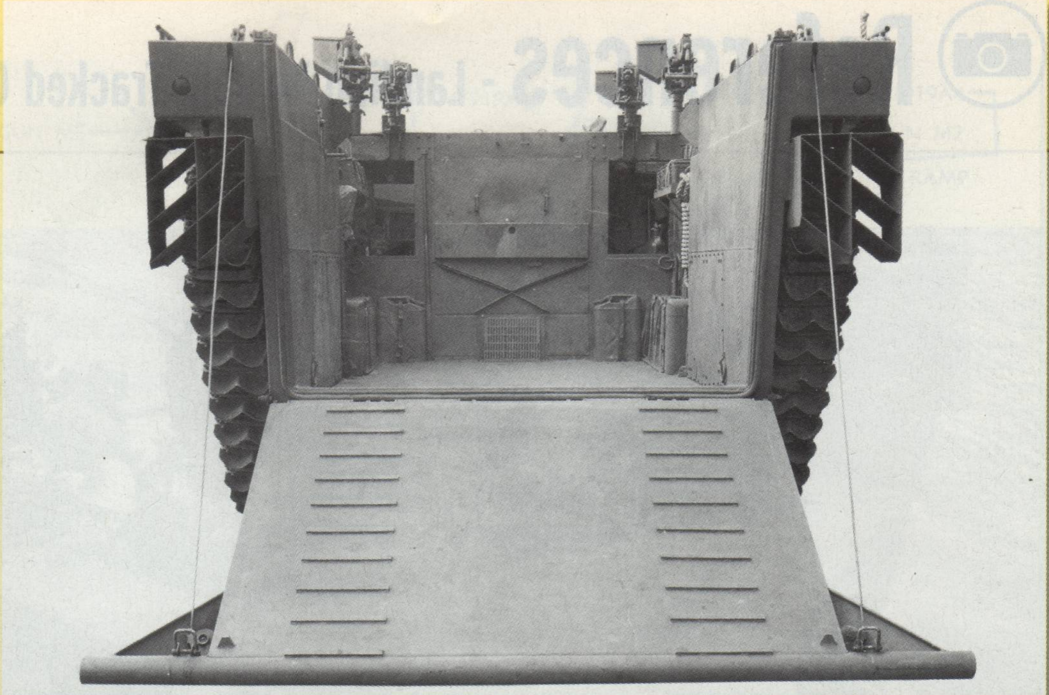
David Doyle offers us some interesting background information and reference photos on the LVT(4)

The amphibious tractors, so often associated with amphibious landings in the Pacific, and to a lesser extent in the European Theatre, were the result of the genius and perseverance of Donald Roebling. Roebling was descended from a family of engineers and bridge-builders. His great-grandfather, John Augustus Roebling connected Manhattan and Brooklyn with his 5989 foot bridge design, which was completed by Donald's grandfather, Washington Roebling, an accomplished engineer himself. Donald's creation however would span thousands of miles in the Pacific.

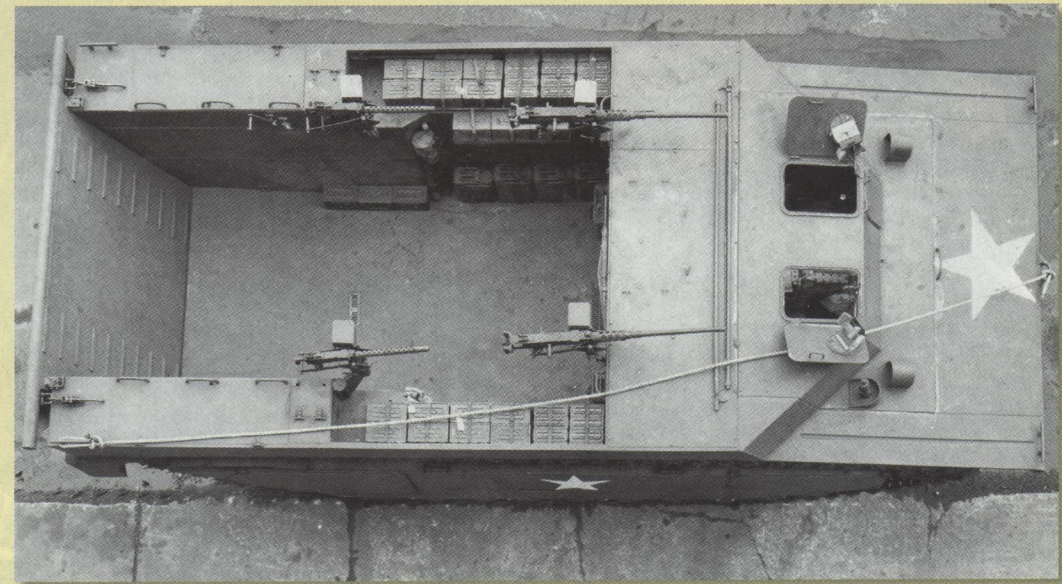
Donald's father, John A. Roebling II, was Washington Roebling's trusted assistant, and as the 20th Century began managed the Roebling family wire rope business. After guiding the firm through WWI, John's interests turned to finance and banking. By the 1920's he had achieved fame as a financier and philanthropist, and had built a winter home in Lake Placid, Florida. This would be key to his son's creation of the amphibious tractor, dubbed by his son's workers the Alligator.

John engaged his mechanically talented son to devise a vehicle capable of traversing such terrain. After spending in excess of 100000 dollars of his father's fortune, by 1937 Donald had produced an operational amphibian, which immediately came to the attention of the Marine Corps. Despite opposition from many inside the Corps, as well as in the Navy, a trial vehicle was purchased from Roebling, which exceeded every requirement and expectation the Marines had.

Ultimately, thousands of these Roebling-designed Alligators would be produced in a variety of styles by companies such as FMC, Borg-Warner, Graham-Paige and St. Louis Car Company. Yet Donald Roebling refused to bill, or accept any royalty or commission for this work. Rather, he felt that it was his patriotic duty to provide US and Allied troops with the best and safest means of amphibious operations possible. ▶

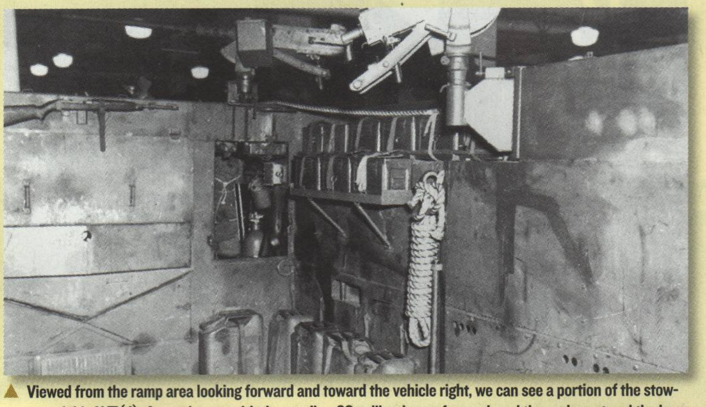


▲ Whereas the LVT and the LVT(2) were rear-engined, requiring troops to clamber over the sides, the LVT(4) with its folding rear ramp, allowed protected egress of troops carried ashore. The design also permitted small vehicles to be transported, then driven off, as well as the unloading of boxed cargo without lifting it over the sides. (U.S. Army photo)



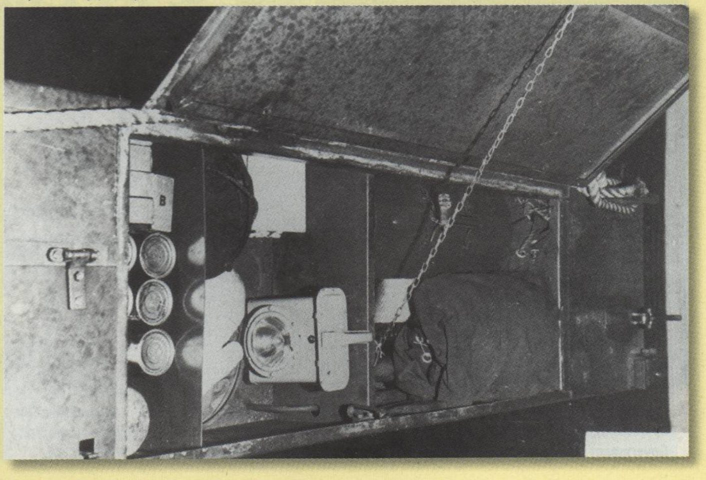
▲ The engine of the LVT(4) was positioned in the front of the vehicle. Two flexible .50-calibre machine guns are mounted at the front of the cargo bay. On either side of the cargo area are two flexible .30-calibre machine guns. (U.S. Army photo)

GATORS

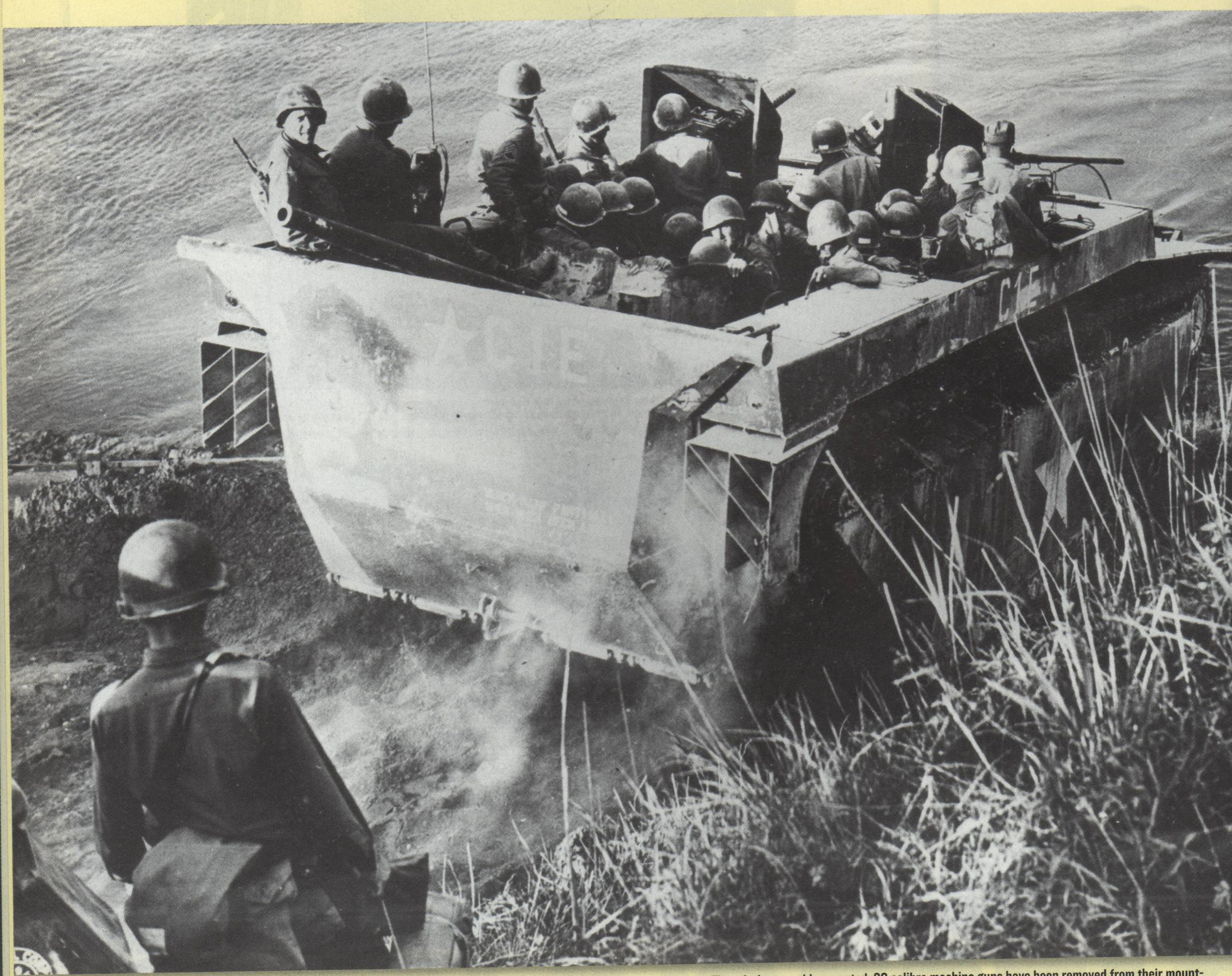


▲ Viewed from the ramp area looking forward and toward the vehicle right, we can see a portion of the stowage of this LVT(4). Ammo boxes, with the smaller .30 calibre boxes forward, and three abreast and the larger .50 calibre two-abreast and to the rear, occupy the top of the sponson. Additional .50 calibre ammunition is in the lower level rack, while four five-gallon water cans are secured to the floor. (US Army photo)

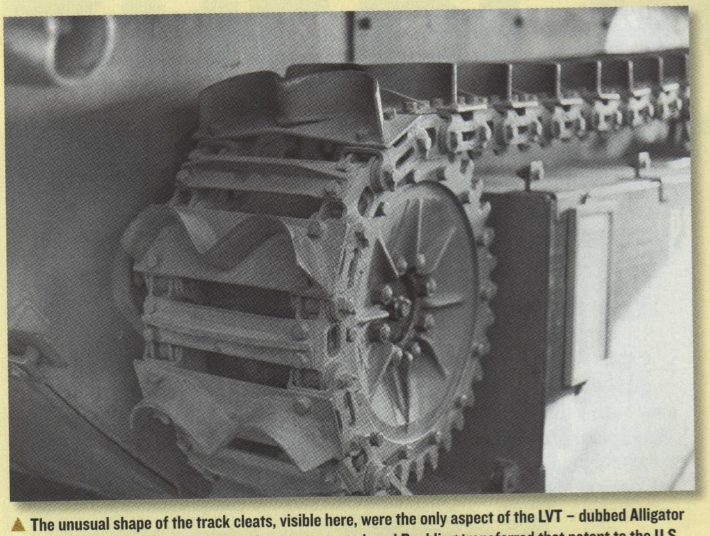
▼ Stowage for items not requiring as immediate access - or rapid consumption - as ammunition was provided by the large sponson boxes on either side of the cargo area. In this example we can see rations, a lamp, tarp and other gear, all stowed in the compartment on the right side of the vehicle. A similar compartment was also in the left sponson, both hinged on the outboard side of the vehicle. (U.S. Army photo)



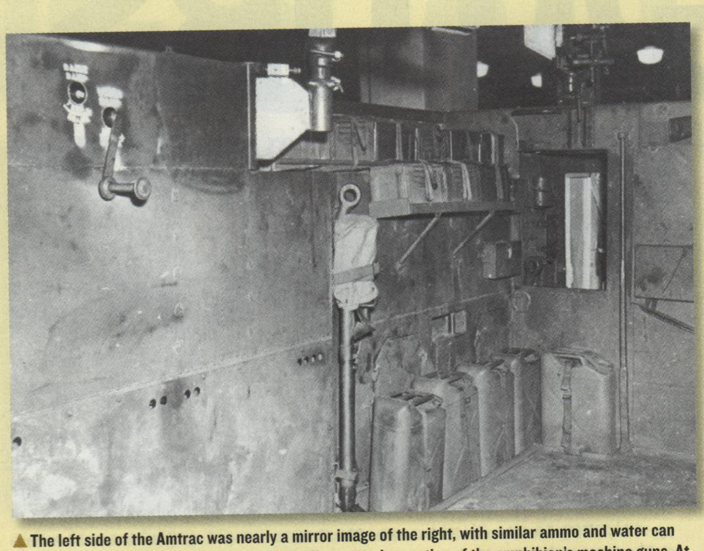
References - Landing Vehicle Tracked Cargo LVT(4)



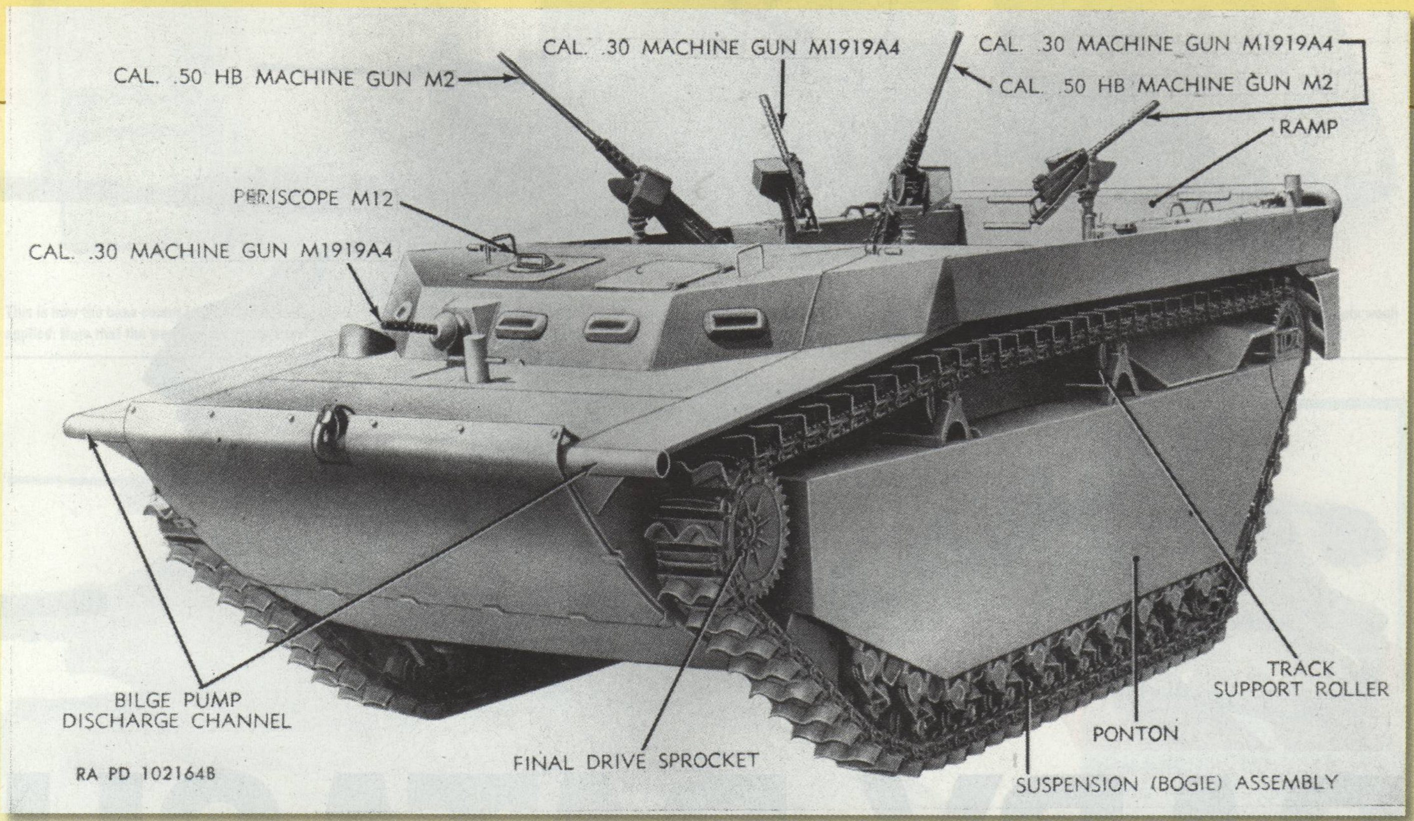
▲ A whitewashed antitank gun and no less than 20 men comprise the cargo of this LVT(4) as it plunges into the water. Though the two-side mounted .30 calibre machine guns have been removed from their mountings, the .50 calibre guns at front have been fitted with shields. The LVT, while most often remembered for its role in the amphibious landings in the Pacific, was also used to cross inland waterways in Europe. National Archives and Records Administration photo.



▲ The unusual shape of the track cleats, visible here, were the only aspect of the LVT – dubbed Alligator by Roebling's employees – design that was patented, and Roebling transferred that patent to the U.S. Government during World War II – at no cost! Photo courtesy of the Patton Museum, Ft. Knox, Ky.



▲ The left side of the Amtrac was nearly a mirror image of the right, with similar ammo and water can stowage. Also visible here is the tripod for dismounted operation of the amphibian's machine guns. At the far left we see the handle for operating the rear ramp. (U.S. Army photo)


CAL. .50 HB MACHINE GUN M2
CAL. .30 MACHINE GUN M1919A4
CAL. .30 MACHINE GUN M1919A4
CAL. .50 HB MACHINE GUN M2
RAMP
PERISCOPE M12
CAL. .30 MACHINE GUN M1919A4
BILGE PUMP DISCHARGE CHANNEL
RA PD 102164B
FINAL DRIVE SPROCKET
TRACK SUPPORT ROLLER
PONTON
SUSPENSION (BOGIE) ASSEMBLY

▲ Another image from the parts manual, this one illustrating the front of a later-style LVT(4). The .30 and .50 calibre machine guns were interchangeable on their cradles, and crews repositioned them to suit the needs of the moment. The bow ball-mounted M1919A4 machine gun however could not readily be replaced with the heavier .50 calibre.

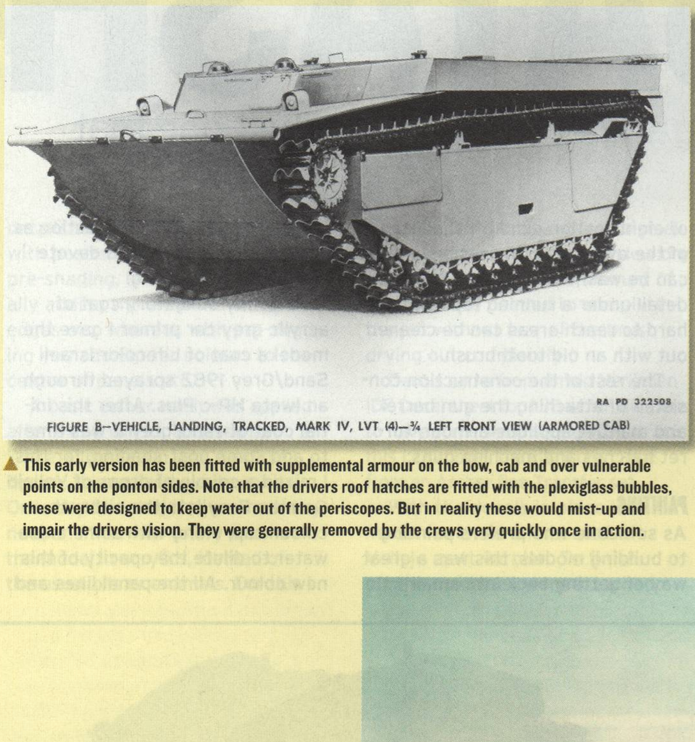

RA PD 322508

FIGURE B—VEHICLE, LANDING, TRACKED, MARK IV, LVT (4)—¾ LEFT FRONT VIEW (ARMORED CAB)

▲ This early version has been fitted with supplemental armour on the bow, cab and over vulnerable points on the ponton sides. Note that the drivers roof hatches are fitted with the plexiglass bubbles, these were designed to keep water out of the periscopes. But in reality these would mist-up and impair the drivers vision. They were generally removed by the crews very quickly once in action.

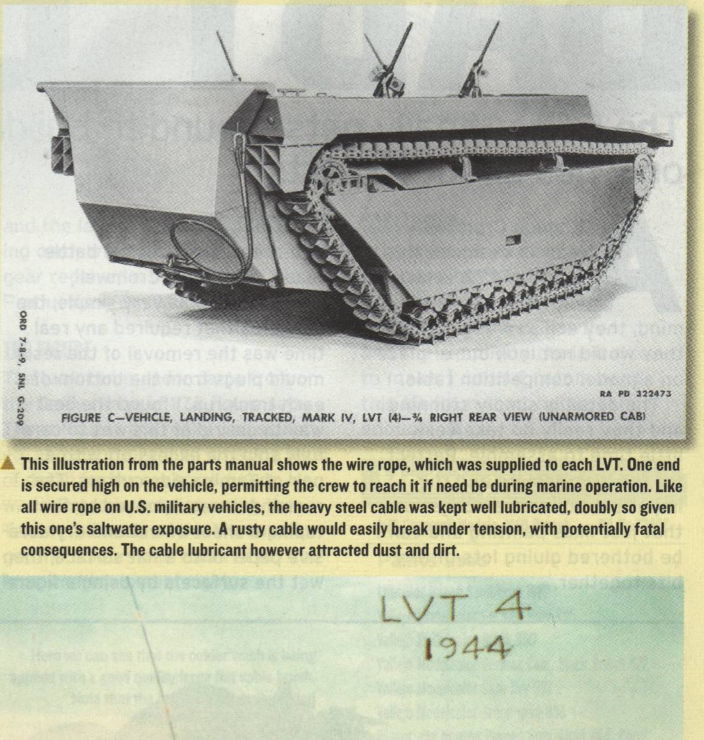
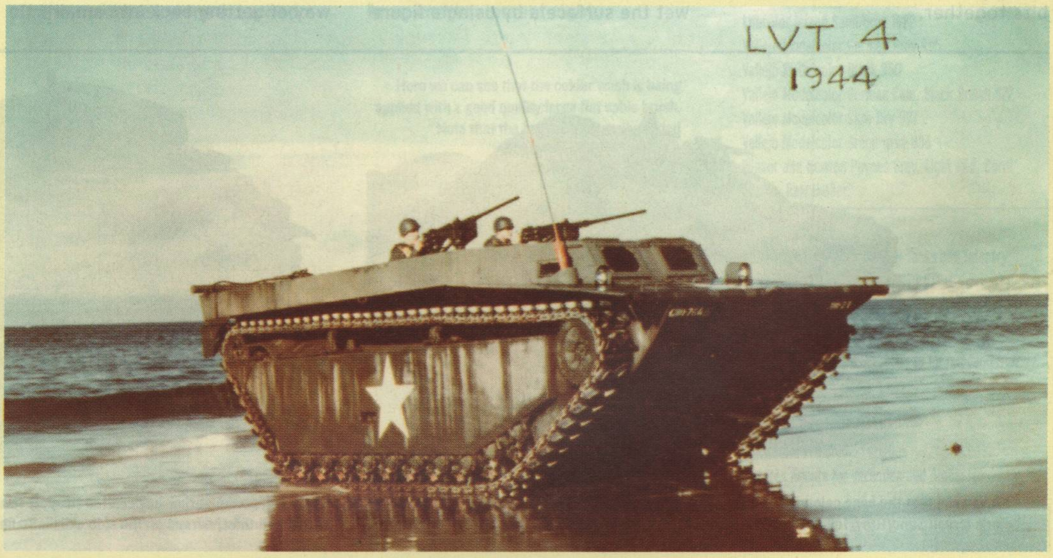
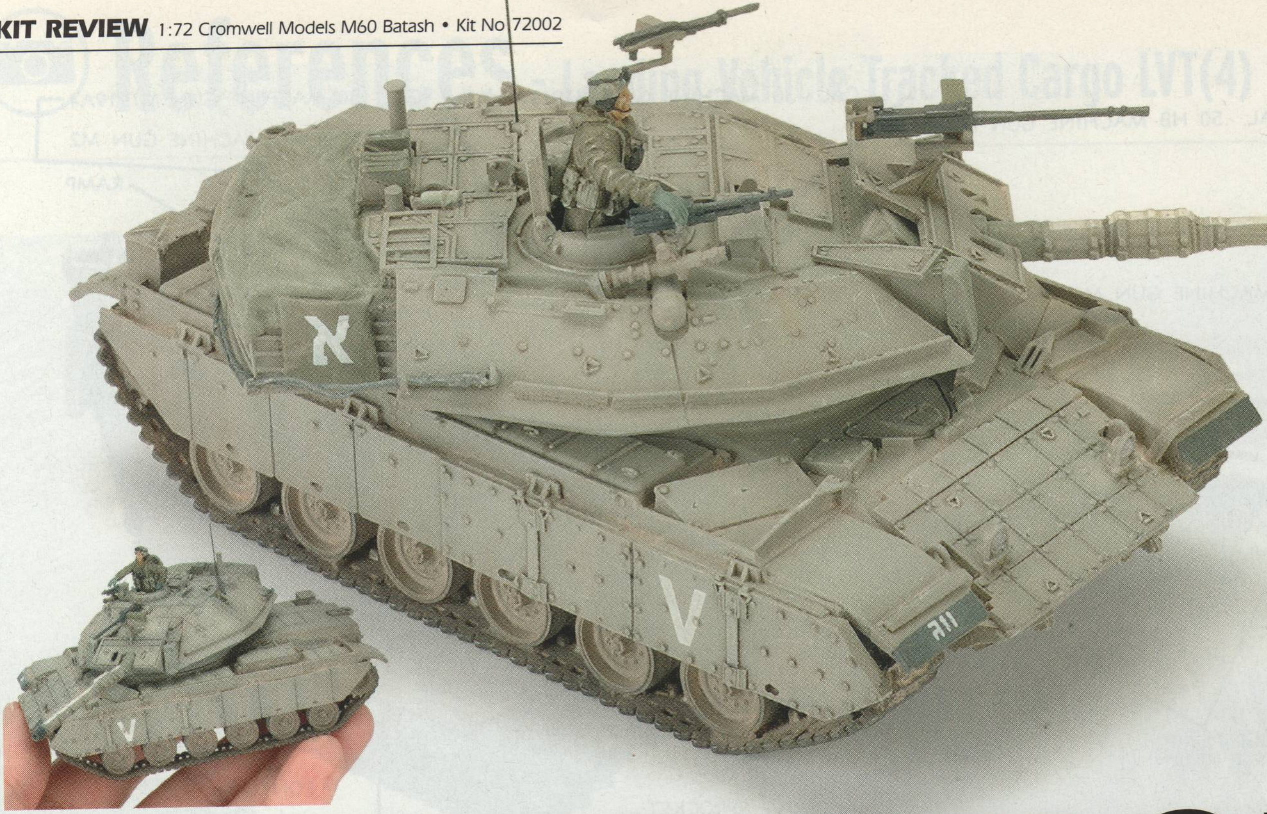

ORD 7-8-9, SNL G-209
RA PD 322473

FIGURE C—VEHICLE, LANDING, TRACKED, MARK IV, LVT (4)—¾ RIGHT REAR VIEW (UNARMORED CAB)

▲ This illustration from the parts manual shows the wire rope, which was supplied to each LVT. One end is secured high on the vehicle, permitting the crew to reach it if need be during marine operation. Like all wire rope on U.S. military vehicles, the heavy steel cable was kept well lubricated, doubly so given this one's saltwater exposure. A rusty cable would easily break under tension, with potentially fatal consequences. The cable lubricant however attracted dust and dirt.



Four different cabs were used on the LVT(4). The basic unarmoured cab, shown here, and three different armoured cabs. The windshield of the earliest armoured cab resembled that of a half-track in function if not form, with an armoured panel that could be raised to allow direct vision. The next version had a .30 calibre ball mount machine gun for use by the co-driver. Photo courtesy of the Patton Museum, Fort Knox, Ky. ▶



BABY BATASH

The Editor finally gets around to building something in 1:72, albeit one that only has about 10 parts!

Although Cromwell Models designed this range of 1:72 vehicles with War-gamers in mind, they are so well detailed they would not look out of place on a model competition table.

The detail is simply stunning and they really do take very little time to assemble. Perfect for the War-gamers and the impatient builders amongst us that just likes painting and can't be bothered gluing lots of tiny bits together.

CONSTRUCTION

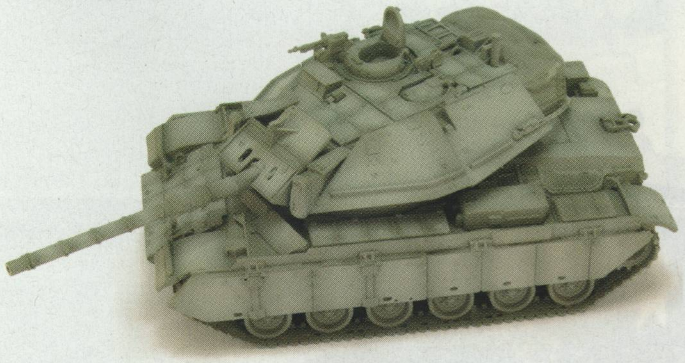
Due to the nature of the battle ready range from Cromwell, construction was very simple, the only area that required any real time was the removal of the resin mould plugs from the bottom of each track run. I found the best way to get rid of this was to carefully snip the excess off with a pair of Tamiya side cutters. The remainder was removed by first taping a sheet of wet and dry abrasive paper onto a flat surface, then wet the surface a by using a figure of eight motion sand off the last of the over-pour. The resin slurry can be washed away from the track detail under a running tap and any hard to reach areas can be cleaned out with an old toothbrush.

The rest of the construction consisted of attaching the gun barrel and mantlet applique armour, turret hatches and machine guns.

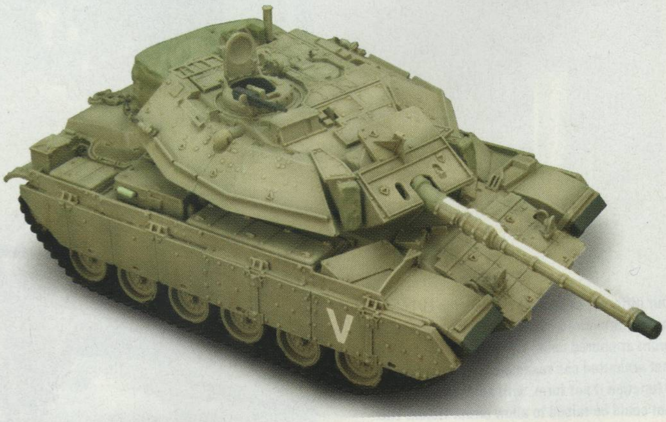
PAINTING

As someone who prefers painting to building models, this was a great way of getting back into small scale armour, with construction as easy as this I felt I could devote more time to painting.

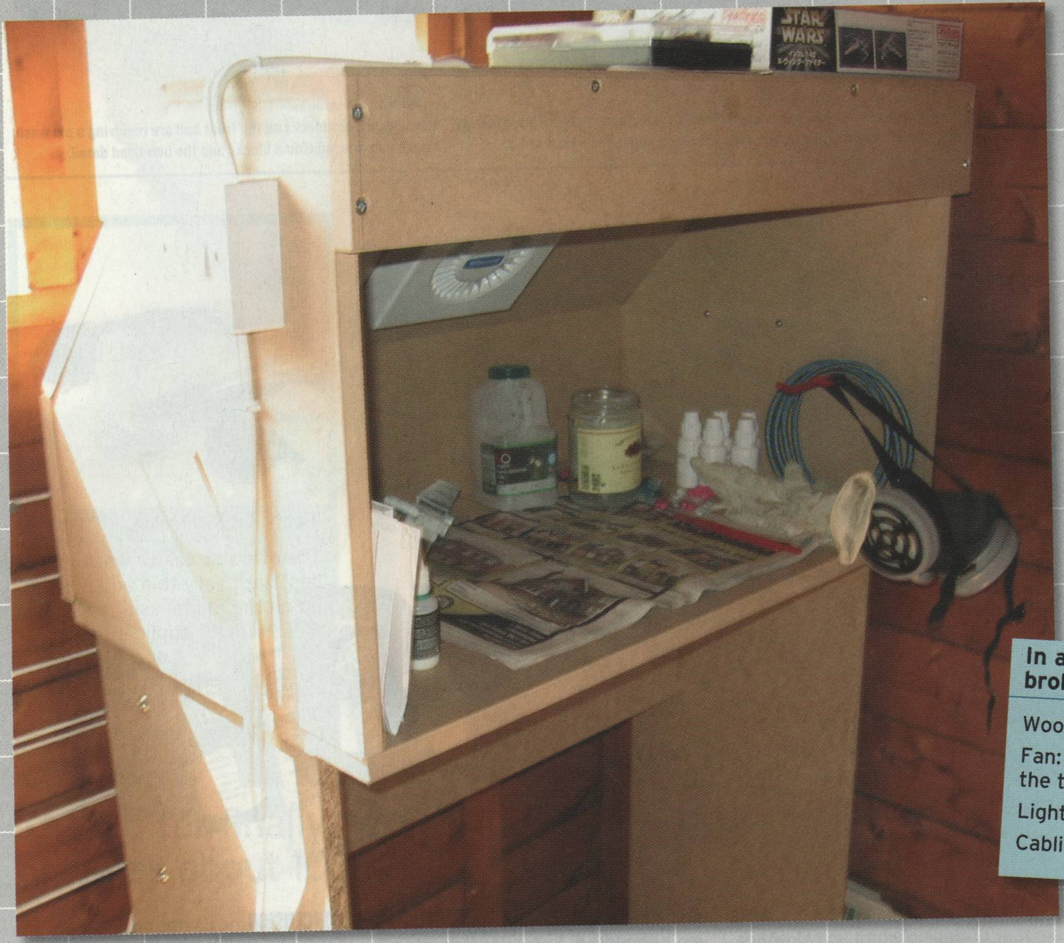
After my obligatory coat of acrylic grey car primer I gave the model a coat of Lifecolor Israeli Sand/Grey 1982 sprayed through an Iwata HP-c Plus. After this initial coat of sand/grey it was time to add some post-shading, for this I mixed a couple of drops of Vallejo German Grey into the airbrush colour cup, along with some extra water to dilute the opacity of this new colour. All the panel lines and



Here we can see that the base colour has been applied using an air brush, the author used Lifecolor's Israeli Sand/Grey, followed by some subtle post shading by adding a couple of drops of German Grey.



At this stage the author has started to apply the markings, including the barrel air identification stripe and the chevrons on the side skirts. Some detail painting has also been started at this point.



Left: The author has made sure the booth is large enough to be able to keep essentials within easy reach, without getting in the way.

Right: Note that a hook has been attached to the inside of the booth for storing such items as the essential spray mask and airbrush .

Right: The exhaust trunking will need to be cut to the desired length, depending on how far from the nearest window the spray booth will be positioned.

In all, the cost for the booth broke down as follows:

Wood: £10
Fan: £7 (the exhaust hose came off the tumble dryer)
Light fitting plus white light bulb: £13
Cabling and switch box: £5

BREATHE EASY

Nik Grundstrom explains how to make a cheap and ingenious spray booth for the princely sum of £35.

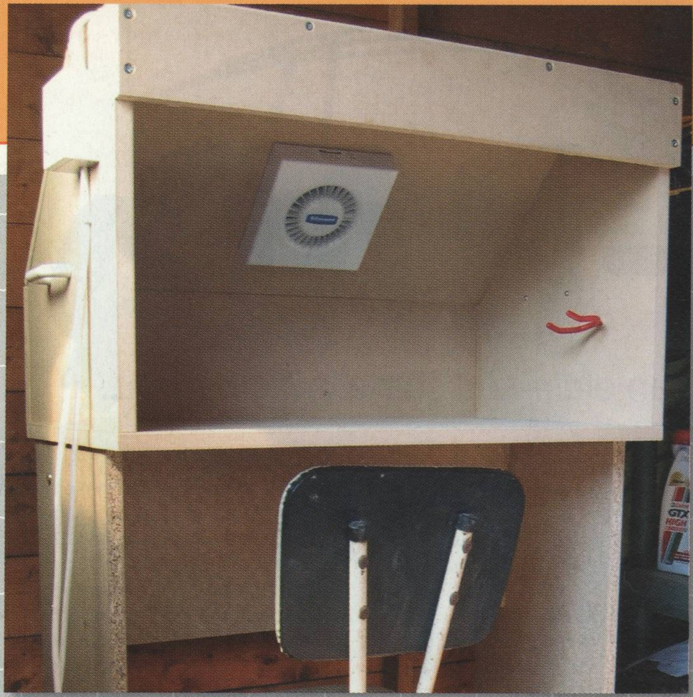
Airbrushing work can be, as most model builders know, a somewhat messy affair. Using a spray booth is the best way of making sure that you have somewhere you can spray away without worrying about poisoning the cats or covering the kitchen table in primer. For me, putting a small booth in my home office/general model building area was out of the question due to the noise and the fumes, so I needed something that could go in a small garden shed. As a ready-made spray booth can run in the hundreds of pounds or dollars I decided to build my own.

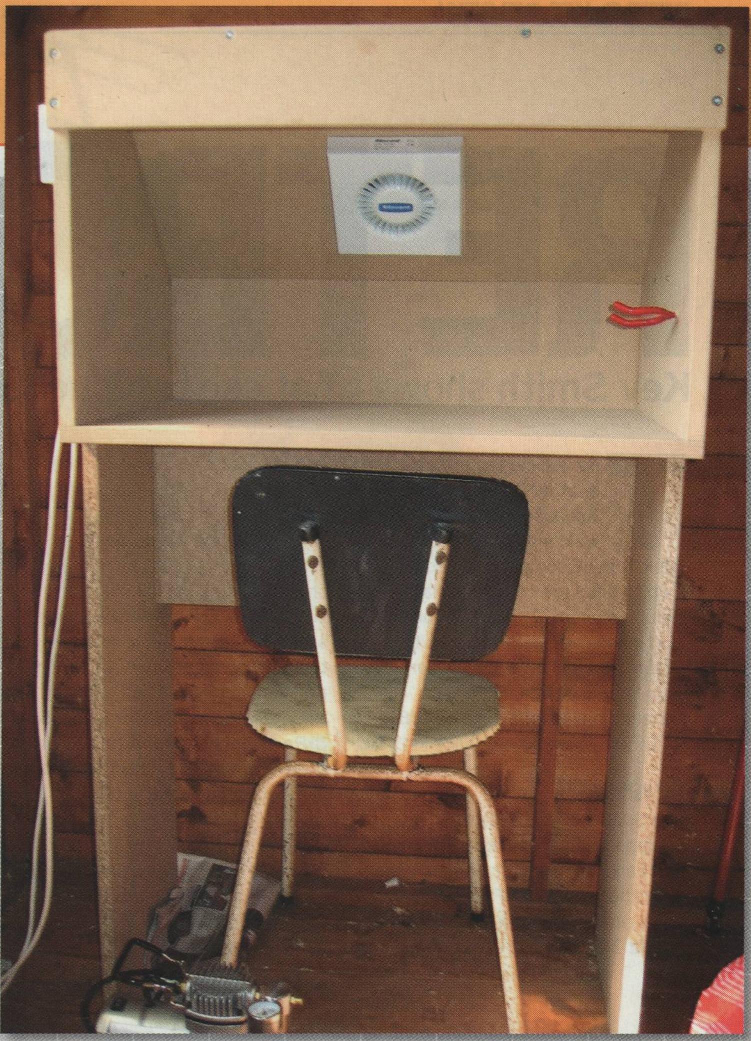
I decided to do the spray booth in two parts: the legs and work surface as one, and the "hood" as the other, so that it can be easily stowed away and transported. I measured the width by how much I would need to swing my arms and the height according to what felt comfortable. Most timber yards can do the cutting for you as part of the price, so bring the measurements with you. DIY chain stores tend to charge by the piece and not do any cutting so it's worth finding a "proper" timber yard. It's also worth trying to get the price by the square footage as opposed to by the piece as this can make a big difference. The legs and support (parts F and G) were made out of rougher 3/4" fibreboard as this is cheaper, and the rest out of 3/4" MDF which is much smoother.

In addition, a small bathroom extractor fan with an exhaust hose, a kitchen light fitting, some cabling and a switch box was acquired. I found that electrical wholesalers are much better on price for these things than the big DIY chains, so do shop around. You'll also need screws to assemble the booth, just whichever seems to fit depending on the thickness of the wood you get. I tried to use at least three screws in each joint. Drill guide holes slightly smaller than the gauge of the screw you're using to avoid the wood splitting. Some strong glue such as No More Nails is also recommended to strengthen the joins.

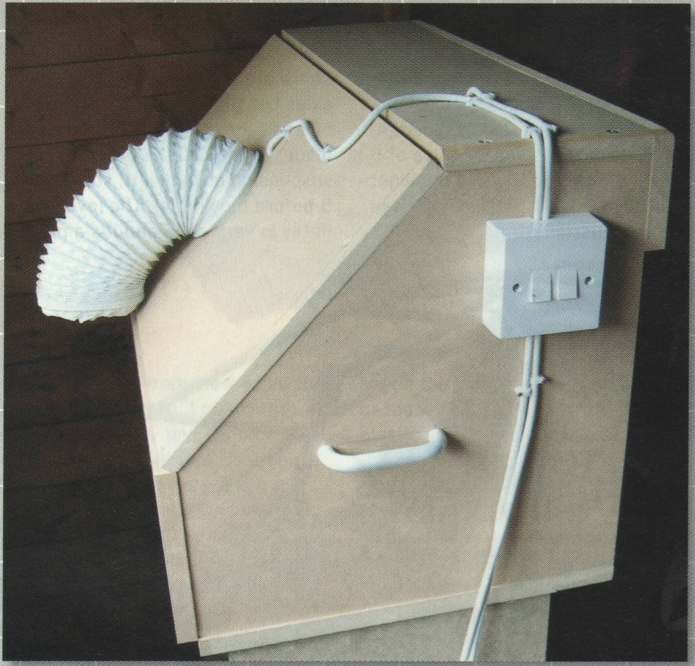
The legs were made first, attaching parts F to the work surface (B), using an angle to ensure that they were fixed at 90% angles so that the work surface is horizontal. A support (G) was put between the legs to ensure that the booth doesn't wobble. All parts were first glued and then screwed together. The legs sit slightly narrower than the width of the work surface so that it can be lifted more easily.

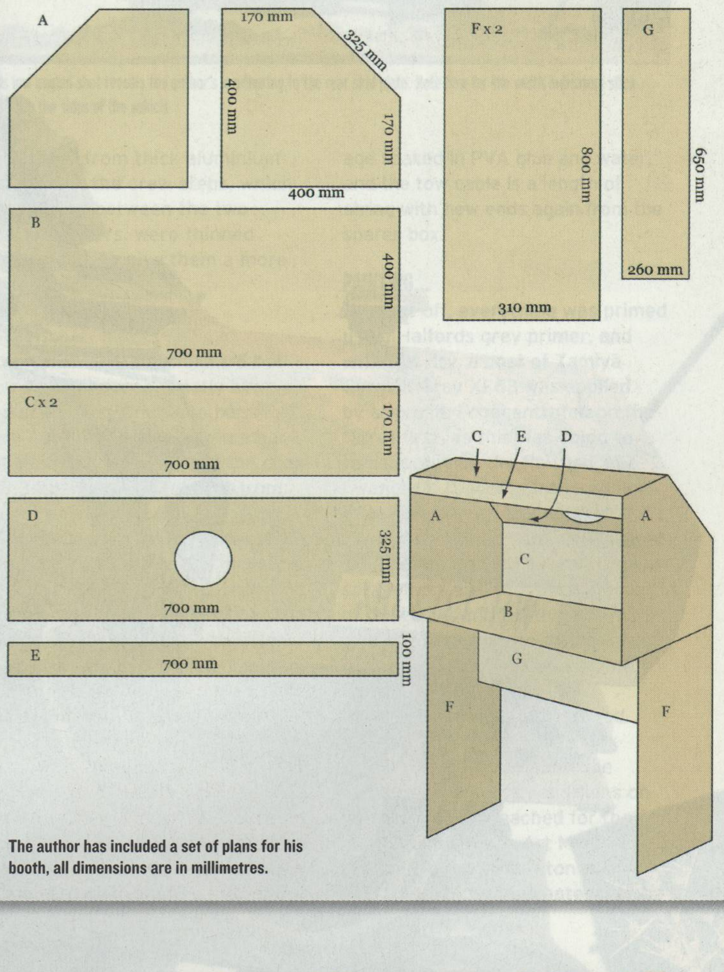
For the hood, the rear and top pieces were attached to the outside of the sides for ease of construction (having all the MDF pieces the same width). Before the front piece E was put in place, the kitchen light fitting was installed and holes drilled for the wires, which were pulled through and attached to the switch box, and from there attached to the plug. A hole was made using a jigsaw in D to accommodate the extractor fan and the fan partially fitted before the board was attached to the rest of the hood and the fan wired up to the switch. Be careful how you wire everything if you don't have experience with this, as you don't want to electrocute yourself.





Above: Obviously the choice of chair is down to personal preference, we suggest a good quality office chair if you intend using it for extended periods to save backache.





The author has included a set of plans for his booth, all dimensions are in millimetres.

Unless you measure it very accurately, part D can be slightly out of angle with the top and back pieces, use an electrical plane to adjust it if necessary before screwing in place. The front piece then went on to cover the light from direct view and keep any rising fumes inside the booth. The edges were again chamfered to avoid splinters (and make it safe to bang your head against the front). I also attached two regular cupboard handles to make it easier to move and a tool hook to hang the airbrush from.

For about £35 and a few hours of work I now have a pretty decent and very cosy spray booth. As always, there are a couple of safety issues that you need to be aware of (and not sue me for): make sure you use the booth in a well ventilated area and exhaust the fumes out of a window; don't spray anything flammable directly into either the fan or the light (some say to use belt-driven fans where the motor is out of the air current); and make sure you always wear a suitable filter mask and eye protection when spraying. ■

Acknowledgements

My thanks go out to all the people who have built one of these before who inspired me, and most of all to my father-in-law, Don, who provided power tools, perfection and invaluable guidance and wisdom in building this.

RETRO-RAD

Kev Smith shows what can be done with an oldie and some imagination...

The vehicle featured here is another Tamiya blast from the past and makes a welcome return, but I do think Tamiya could have brought it up to date somewhat by maybe including a new 2cm gun in turned aluminium for example. The kit in question is the Sd.kfz 232 or to give its real title, Schwere Panzerspahwagen Sd.kfz 232 (8-Rad) first released way back in 1974.

THE VEHICLE...

The Sd.Kfz 232(8Rad) was equipped with a radio FU11 (FU12) and carried a large frame antenna over the body. The FU11 had a good range of 50km in radius. The Sd.kfz 232 had a crew of four, commander and gunner in the cramped turret, the remaining two sat in the front and rear driving seats. The 8 wheeled armoured cars excelled in both speed and cross-country ability, but the silhouette was too high and the armour was too thin – to improve this a 10mm plate of supplemental armour was added to the front of the vehicle. In total some 1,235 8-Rads were manufactured during their 5-year production run from 1937 through to early 1942.

THE IDEA...

I wanted to do something different, not just a plain desert scheme, but what? I came up with the idea of a vehicle that at some stage in the campaign has had some battle damage to the turret, the only replacement being grey, which the crew has hurriedly camouflaged with a sand and diesel mix.

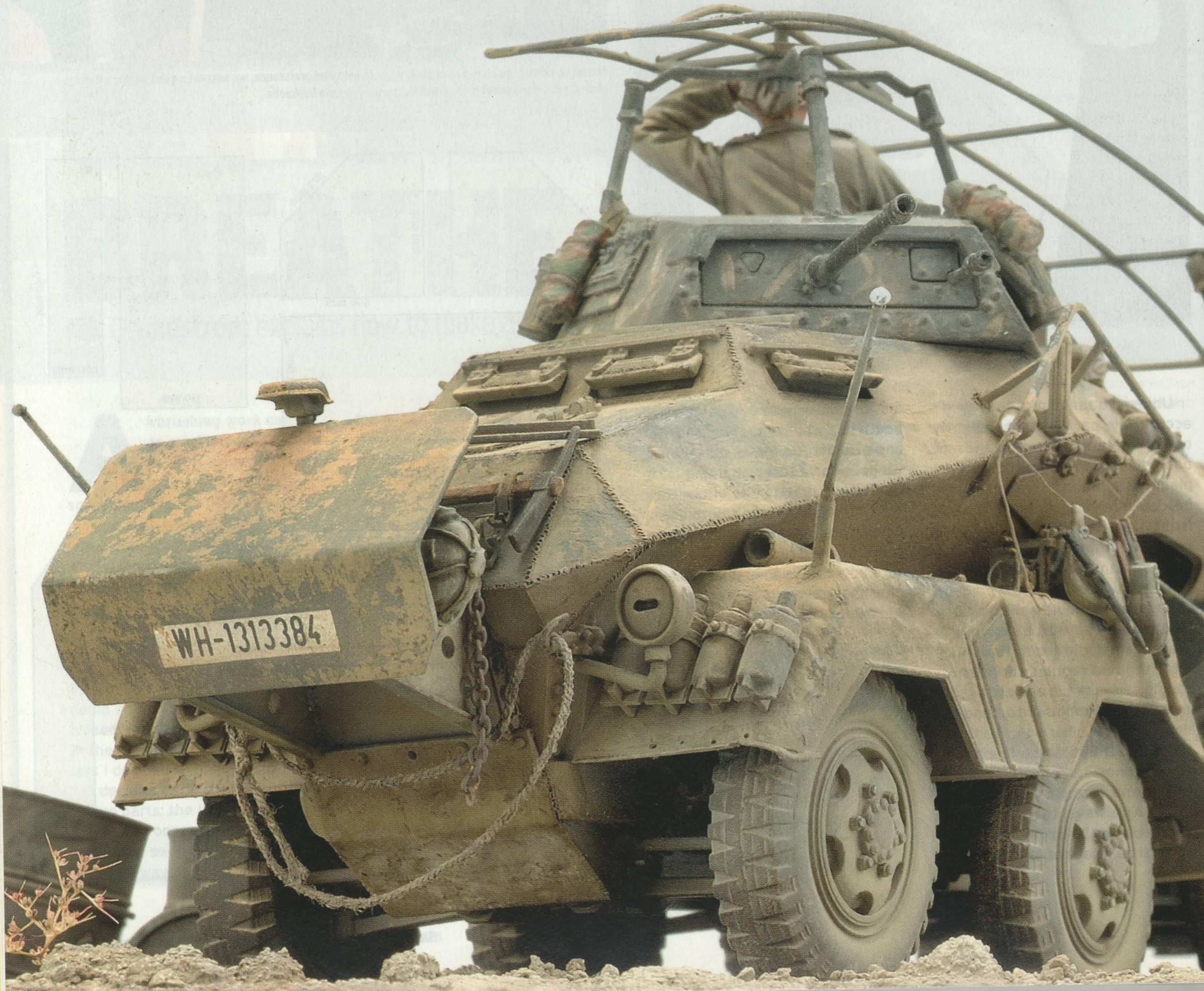
WHAT'S IN THE BOX...?

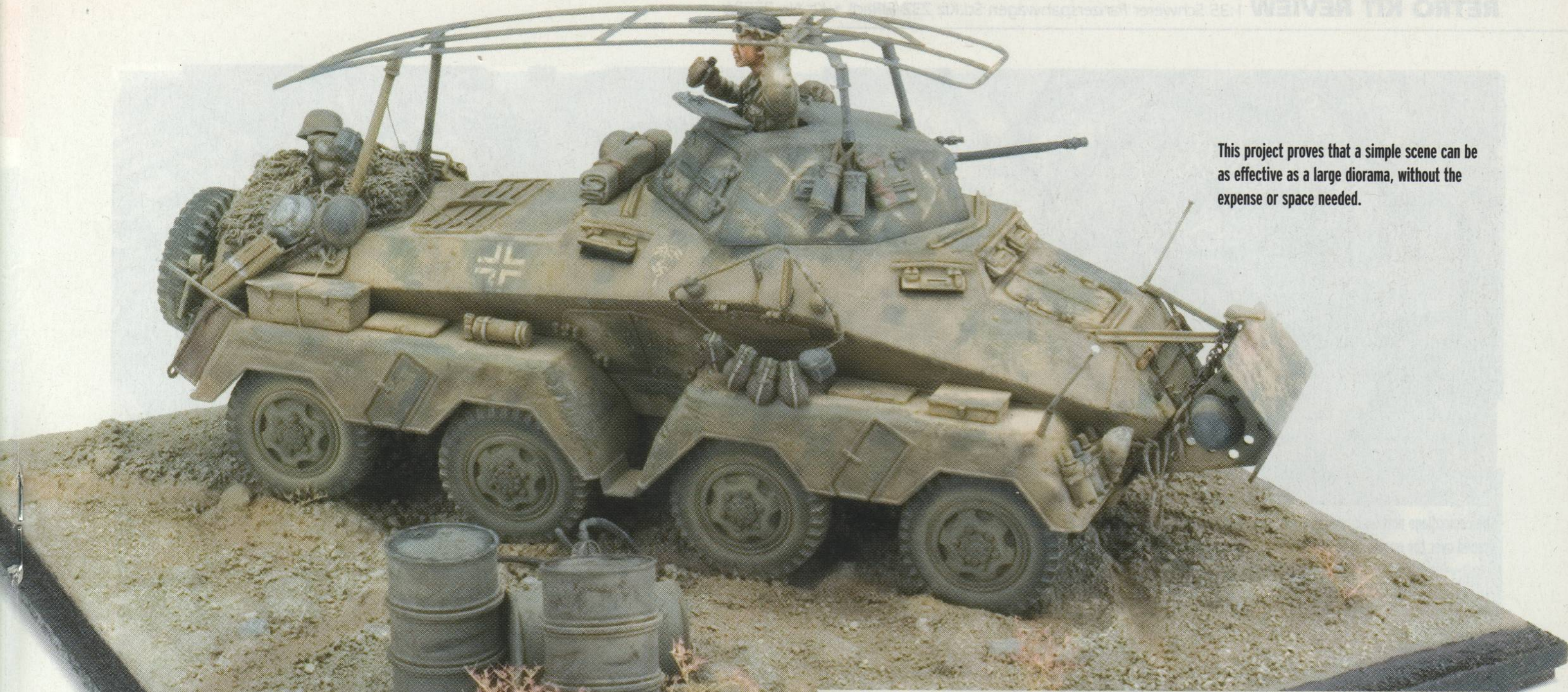
Well, everything is moulded in grey plastic; the level of detail is good, being from the early '70s there is some flash evident but nothing that will cause any problems. The instruction sheet is of the old style, which includes a full history of the vehicle, colour schemes and crew uniforms are also included. A decal sheet gives you a choice of 5 vehicles from the Polish campaign, France, The Balkans, North Africa and the Russian front.

CONSTRUCTION...

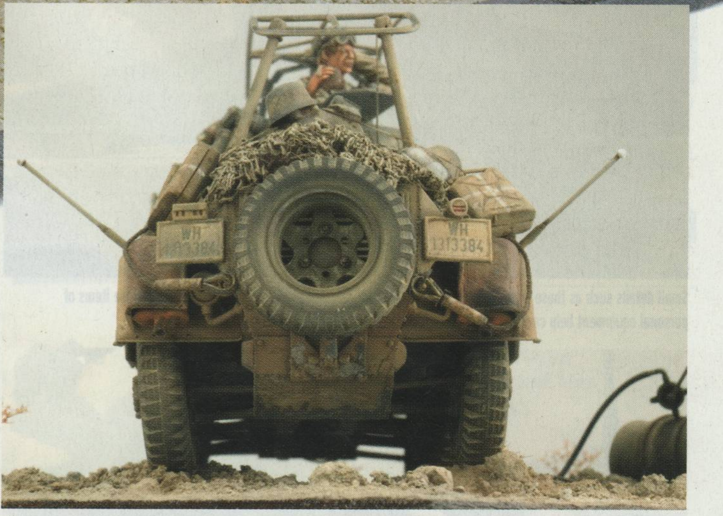
The Editor asked me to make the 232 straight from the box – this I very nearly did adding only the smallest of extras (not including stowage) using limited reference, and photographs off the internet, mainly searching on Google. With a new supply of scalpel blades (don't forget the plasters) I was ready to begin.

Construction began with the drive train and the suspension. There are some seam lines on the axles but these are easily removed by back scraping with a sharp blade. I added all the parts for the suspension and wheels, stages 1 to 5 before moving on. The level of detail is very good and it's a pity

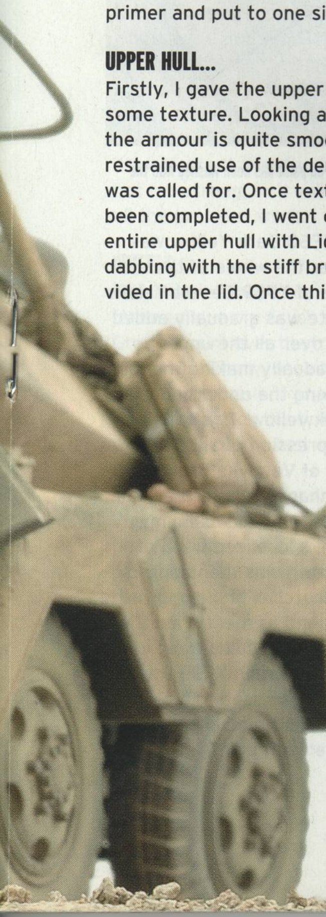




This project proves that a simple scene can be as effective as a large diorama, without the expense or space needed.



This low angled shot reveals the author's weathering to the rear skid plate. Note how far the width indicators stick out from the sides of the vehicle.



that it's hidden from view when the model is completed. I offset the suspension to try and capture the cross-country ability of the vehicle. The tyre surfaces were given a rub over using Scotchbrite to give them a worn look. The wheels were then primed with Halfords grey primer and put to one side to dry.

UPPER HULL...

Firstly, I gave the upper hull some texture. Looking at photos the armour is quite smooth so restrained use of the dental burr was called for. Once texturing had been completed, I went over the entire upper hull with Liquid Poly, dabbing with the stiff brush provided in the lid. Once this was dry I keyed the surface with a fibre pen, because the Liquid Poly turns the plastic very shiny.

I decided to open all the hatches on the upper hull to give the 232 a lived in look. The hatches need to be cut very carefully making sure none of the hinge detail was damaged during the process. The upper and lower hull halves were fixed together. Once dry I enhanced the weld joints with a pyrograph, and these were given a light sanding as it is easy to over emphasize this effect when using a pyrograph tool.

FENDERS...

The fenders were given a once over with a dental burr fitted to an electric mini drill as I wanted to give my model a battered look of a vehicle that's seen some action in the harsh North African conditions. Liquid Poly was used again to soften the edges of these dents and scrapes. As I mentioned earlier, I nearly made the 232 OOTB, but I couldn't resist when it came to the pioneer tools on the fenders. These really could do with replacing with some better-detailed items. For this I used the excellent Tamiya Panzer IV on vehicle tool set, as the kit items do show their age and look tired. Etched brass clamps from Aber were used to compliment these new tools. A new bracket for the shovel was fabricated from thick aluminium foil. Lastly, the crew steps, which are located between the two sets of fenders, were thinned and sanded, to give them a more appearance.

TURRET...

The turret is straightforward but could be enhanced greatly by replacing the 20mm gun barrel with a Jordi Rubio aluminium barrel or similar product, and the coax MG 34 barrel would benefit from being replaced as well. The radio antenna supports were also added to the turret at this point, because there's a small gap at the top of the support that needed filling. The handle on the hatch was carefully shaved off and re-attached as this handle came moulded to the hatch. The frame antenna itself was left off for ease of painting later.

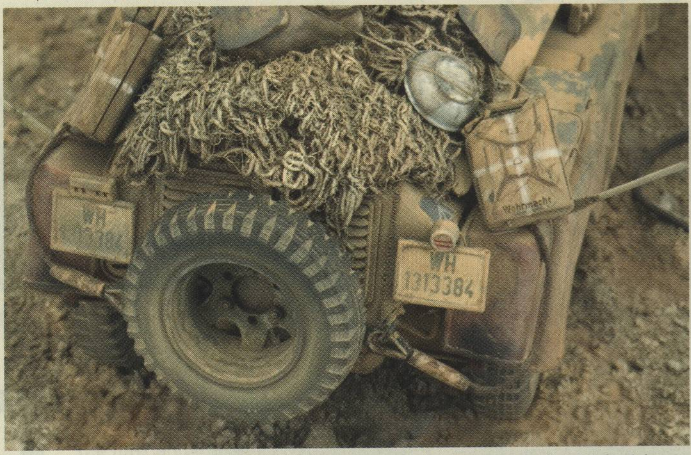
STOWAGE...

The stowage is a mixture from the spares box and what is supplied in the kit. The camouflage net on the rear deck was fabricated from bandage soaked in PVA glue and water, and the tow cable is a length of string with new ends again from the spares box.

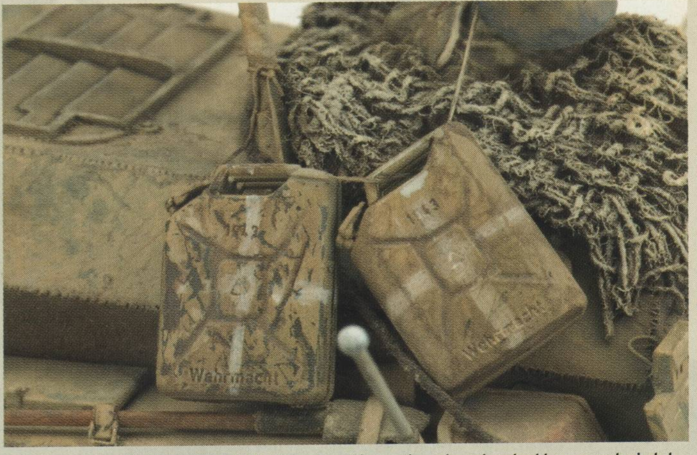
PAINTING...

To start off, everything was primed using Halfords grey primer, and with this dry, a coat of Tamiya German Grey XF63 was applied by airbrush. I concentrated on the turret first, as this was going to remain grey on the finished 232. I wanted it to look weathered and have some depth to the paint. I started by adding Tamiya Sky Grey XF19 to the Dark Grey and this was sprayed onto all the flat surfaces of the turret and lightly misted over the dark grey to achieve a subtle shaded effect around the hatches/vision ports.

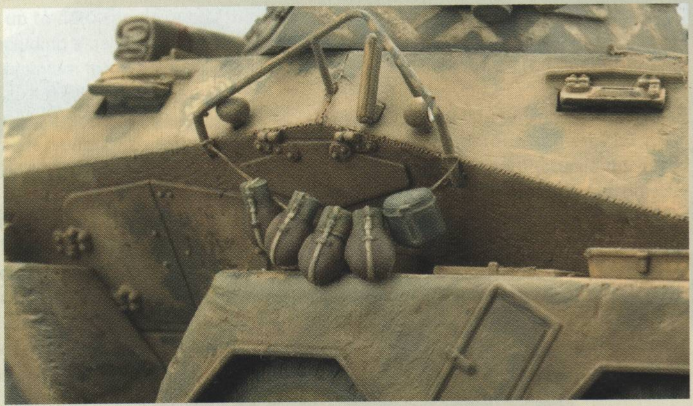
As I have already mentioned I wanted a worn and tired look to the turret, and to show the effects of the harsh conditions on the paint work I reached for the masking fluid. I use Art Masking Fluid by Winsor & Newton and a small amount was decanted into a ▶



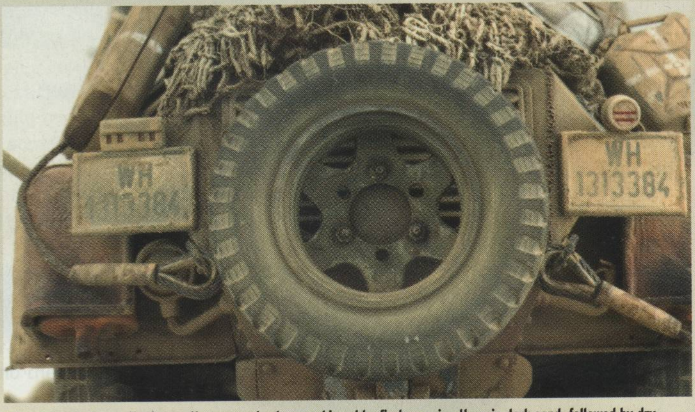
The camouflage netting is simply a piece of bandage that has been soaked in a PVA glue and water mix before being draped over the engine deck and left to dry. Other items can be pressed into the bandage before it dries for a natural fit.



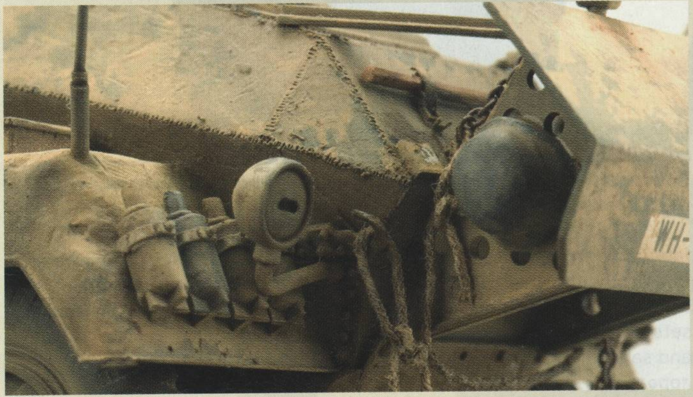
The white crosses on the jerry cans signify that they are used for carrying water and must not be cross contaminated with fuel or oil.



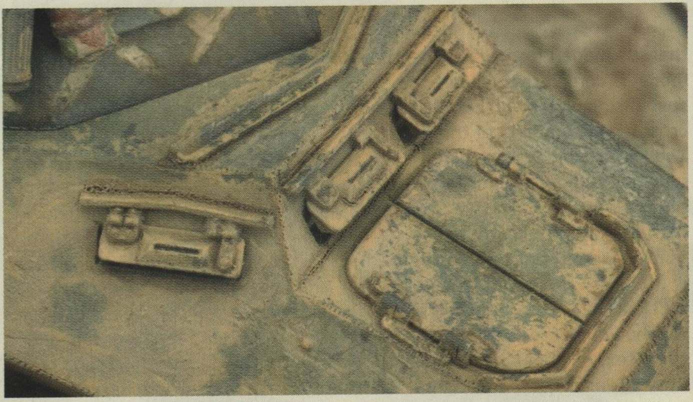
Small details such as these water bottles and the mess tin can really help bring a model to life, these items of personal equipment help convey that these vehicles are also their crew's homes.



The very realistic weathering on the spare wheel was achieved by first spraying them in dark sand, followed by dry-brushing with Payne's Grey oil paint. Note also the realistic rust effect on the exhaust achieved with pigments.



Close-up of the front hull, visible here is the weld seam enhanced by the author with a pyrograph tool, the applique bow armour and perforated support, that has also doubled as a handy place to stow one of the crew's helmets.



The scuffed and chipped paint finish is shown to good effect here, Vandyke Brown oil paint has been washed into the weld seams and panel lines to help accentuate the details.

contact lenses holder. Using a small piece of Scotchbrite pad I dabbed the masking fluid onto the flat areas of the turret, followed by a tooth-pick to get into all those awkward areas. Reaching for the airbrush again, German Grey was misted all over the turret. The masking fluid was removed by using a scientific method – my finger! Being rubber based this masking fluid does come off easily, but you might have to remove the odd piece of mask with a pair of tweezers. The result gave the impression of worn and faded paint; the turret was then given a coat of Johnson's clear to protect the paint work and left to dry. Once dry, a thin wash of Humbrol enamel Khaki Drill 72 was applied around the hatches/vision ports.

PASTE AND PATCH...

I have been using Mig Productions pigments for some time in the normal way for dusting wheels tracks and local washes etc, so it seemed a natural choice to replicate a sand and diesel mix using this medium. I used Gulf War Sand P073 and Beach Sand P027 mixed in a ketchup pot from McDonald's, with a small amount of PVA glue and water, sorry, I can't give you the ratios, it just looks like ...well mud!

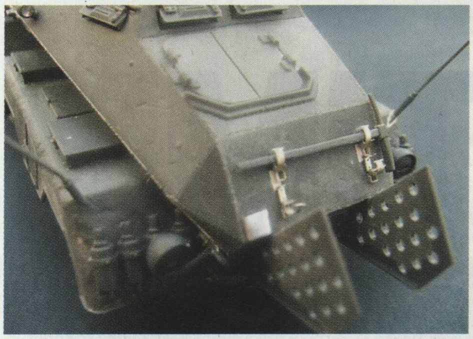
Scotchbrite was lightly dragged across the surface of the turret to replicate scratches and scuffs. Cryla soluble matt varnish made by Daler Rowney (this is spirit based and sprays well) was used to matt and seal the turret.

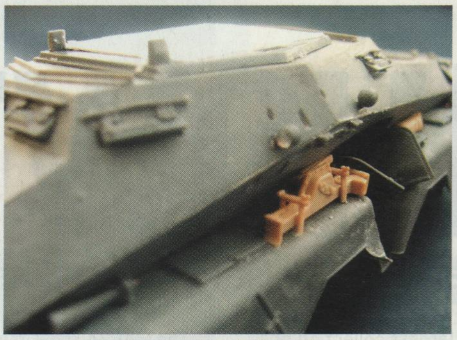
HULL DOWN...

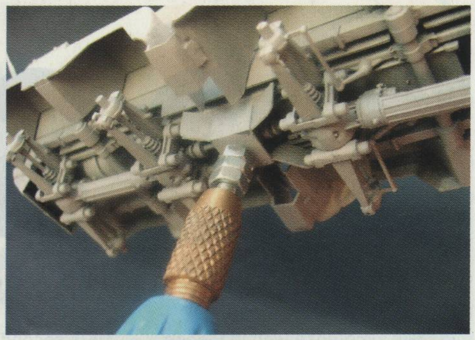
The hull was given a coat of German Grey followed by a light coat of clear over the areas where the decals were going to be placed. I wanted to add some interest and life to the monotone and plain sand paint finish, and it stands to reason that in a harsh environment such as the desert the paint finish wouldn't stay on the vehicle for long in the day to day maintenance and movement of the crew over the vehicle.

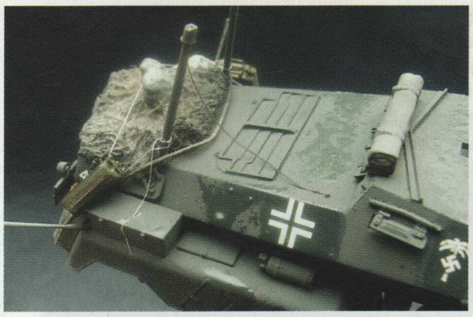
Masking fluid was applied to the areas that would suffer most from wear, such as the hatches, areas on the rear deck etc, not forgetting to mask over the decals.

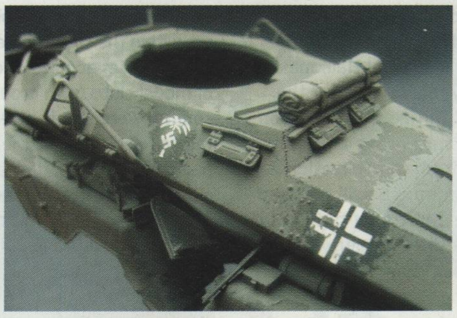
Tamiya XF60 Dark Yellow was sprayed over the whole of the lower hull, and XF59 Desert Yellow and X2 White was gradually added and misted over all the upper surfaces gradually making the mix lighter, leaving the underside of the hull dark yellow. This will help give the impression of shadow, and a wash of Vandyke Brown oil paint will enhance this further. The masking was removed using my finger again, a localized wash of Vandyke Brown was then applied around the hatches and along the weld seams and as mentioned the under sides of the hull as well. Using a fine '0' brush XF59 Desert Yellow paint was used to pick out raised details, and around the edges of the worn paint.

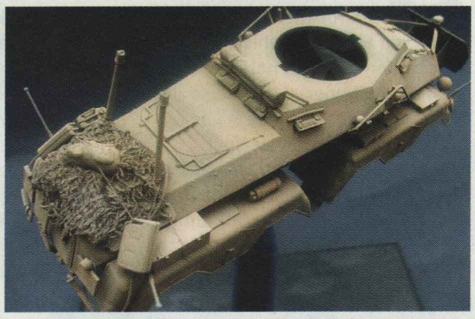

The author has used Aber etched brass tool clamps, in conjunction with the kit tools on the bow plate. The perforated parts are the supports for the bow armour.


A jack and retaining clamps from the Tamiya Panzer IV on vehicle tool set were used to replace the kit part that was starting to show age.


The author has attached the hull of the model using a bolt and nuts secured in a hand chuck. This saves damaging the model whilst handling and painting.


With the decals in place, the areas that would be most likely prone to the most wear, along with the areas around the markings were covered with masking fluid.


The opposite side of the hull has been treated in the same way. Note by using a Scotchbrite pad it has left a nice random mottled effect around edges.


Tamiya XF59 Desert Yellow mixed with XF2 White have now been airbrushed on. Once dry coated the masking fluid will be removed by rubbing the surface with a finger.

> "I used Gulf War Sand PO73 and Beach Sand PO27 mixed in a ketchup pot"

SCRATCHES AND CHIPS...
I used a combination of all the colours mentioned earlier to apply scratches and scuffs to the 232. I have also started to use Supra Pastel Pencils which come in all colours and shades. These are simple to work with, and ideal for creating scuffs and scrapes, and any mistakes can easily be rectified with a damp brush. To finish, a thin filter/wash of Humbrol matt 72 Khaki Drill was applied over the top of the whole upper hull to give a dusty finish. Once dry the process was repeated again, because we are trying to achieve the subtle impression of layers of dirt over scratches, so it's important that the filter/wash is not too strong, or it will obliterate all the previous work.

WHEELS...
These were sprayed dark sand, followed by a dry-brush of Paynes Grey oil paint over the tread and tyre walls. Finally, once the oil paint had dried, a wash of Khaki Drill was applied to match the tyres to the weathering on the rest of the vehicle.

DIORAMA...
The groundwork is a mixture of filler, sand and cat litter, brown paint and PVA glue, and when dry the whole base was painted with different browns. Lighter shades of browns and greys were used to pick out random stones. The edges were painted dark brown and given a couple coats of gloss varnish. The fuel drums are from Tamiya painted in Humbrol 102 Army Green, Dark brown enamel paint was dabbed on to the fuel drums with Scotchbrite before rust coloured washes were applied. The spilt fuel stains on the drums are a mix of Mig Black Smoke PO23 and thinned down Vandyke Brown oil paint. To finish off the lower hull, wheels and groundwork were given a dusting of Gulf War sand to tie everything together.

FIGURE...
This is from Warriors and was base coated in enamels then detail painted and shaded with oils.

CONCLUSION...
Despite its age this kit is still very good, not unlike myself really! It is a very good model made straight from the box but like anything with some extra work can be improved. With some small modifications the Sdkfz.232 can be changed into the Sdkfz. 231 simply by removing the antenna mounts and filling in the gaps in the turret, which could be a future project, perhaps the Polish campaign. If all you want is a small project to complete over a couple weekends and to try some new painting techniques this could be for you. ■

Warriors Africa Korps figure helps convey the hot and dusty conditions these vehicles operated in.

Modelspec

Tamiya SD.KFZ 232 (8 rad)	Kit No.35036

Paints used

Tamiya:
XF63 German Gray, XF19 Sky Grey
XF60 Dark Yellow, XF59 Desert Yellow
X2 White

Oils:
Payne's Grey, Vandyke Brown,
Humbrol Khaki Drill Matt 72

Pigments:
Gulf War Sand PO73
Beach Sand PO27

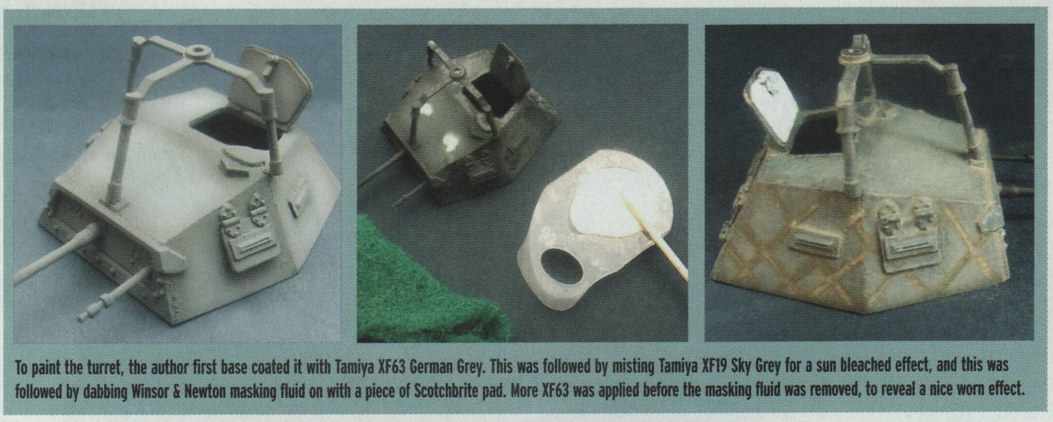
Masking Fluid:
Art Masking Fluid by Winsor and Newton

- ✓ Easy to build
- ✗ An old model showing its age

Available from

All good model shops

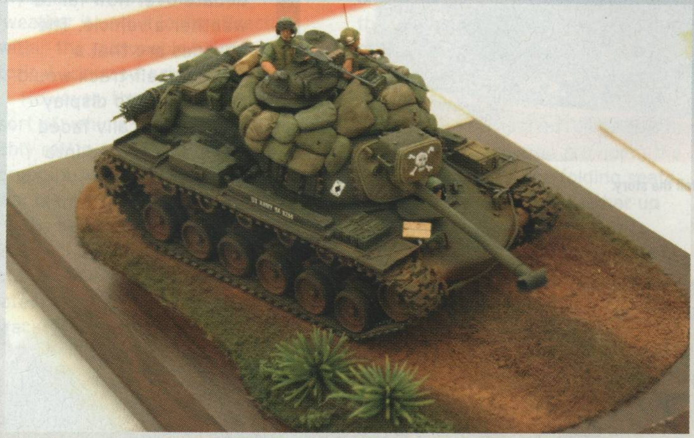
Rating ●●●●●●●○○○


To paint the turret, the author first base coated it with Tamiya XF63 German Grey. This was followed by misting Tamiya XF19 Sky Grey for a sun bleached effect, and this was followed by dabbing Winsor & Newton masking fluid on with a piece of Scotchbrite pad. More XF63 was applied before the masking fluid was removed, to reveal a nice worn effect.

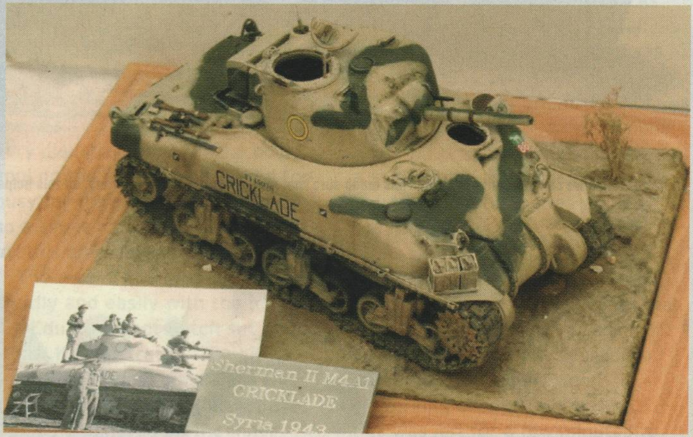
Accurate Armour

The girls at the Tombola stand did a great job of getting the public to part with their money.

The Judges were kept busy picking the winners out from the many classes in the competition.



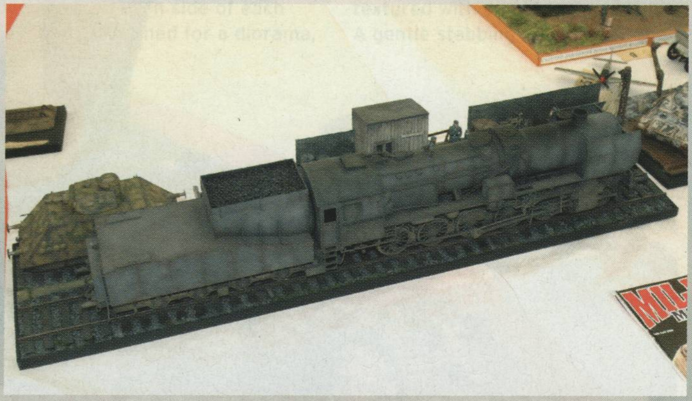
One of the many excellent small scale models in the competition was this very nice M48A3.


CRICKLADE
Sherman II M4A1
CRICKLADE
Syria 1943

Another superbly finished small scale subject, this time an early M4AI in British service, North Africa.

MID-CAMBS MODELLERS

Some of the usual suspects from the Gravesham club, Kent, all having a relaxing time at the show.



You really don't appreciate the size of the Trumpeter BR-52 Loco, until you see one built up. Awesome!

BVH 853A
NSU 431

From this angle we can see that the author has made sure that all the figures are interacting, all this helps to tell the story.

HAN

Wayne Timmo conve

There's often a bit of a debate over how far to weather a vehicle. The chances are that a late-war German half-track would not last long enough to display chipped and dramatically faded paint before it was turned into a smouldering wreck by an Allied fighter bomber or Soviet tank.

IOMAGULANCE

s Tamiya's trusty 251/1D half-track into an armoured ambulance...

While this thought does cross my mind, I'm very much from the 'weather it until it looks attractive within the reasonable bounds of historical accuracy' school of modelling.

However, there might be one sort of vehicle that might conceivably rattle around long enough to create just the effects a modeller wants – an armoured ambulance.

The half-track used was Tamiya's 251 Ausf D, which while lacking some of the 'wow factor' of Dragon's latest series of 250 and 251 half tracks, filled a serious gap when released in 1994 and is a great kit in it's own right.

To turn the kit into the ambulance version of this machine, MR Models' resin and metal conversion kit was used.

The main features of the ambulance are the swapping of the fixed bench seats along the vehicle's sides for folding varieties and a rack for two stretchers in a bunk type arrangement on the right side.

The main component of MR's kit is a resin floor section providing the stretcher mounts, the folding seats which can be positioned either up or down, various metal brackets and supports, and of course a couple of stretchers and a few medical-looking storage boxes.

The conversion is fairly straight forward to install, but does require a lot of test fitting to ensure the stretcher lines up correctly. A lot of filing and gentle bending when it came to the stretcher brackets was also needed and the larger water barrel mounted just behind the driver was left out to avoid a conflict with the stretcher handles.

Although the 251/8 could carry two stretcher case 'landsers' stacked one on top of the other, the reality of this would have been very claustrophobic for the poor soul on the bottom and looked too busy for the scene I had in mind, so a single casualty was in order for this ambulance.

The rest of the kit built up rapidly and easily with the help of the Eduard's photo etch set and Model Kasten tracks. The kit's single piece vinyl tracks are the main shortcoming of this vehicle, lacking any detail on the inner faces, let alone the three distinctive holes on each side of each link. Being destined for a diorama, the lack of track length to create the correct sit for the tracks meant replacements were vital.

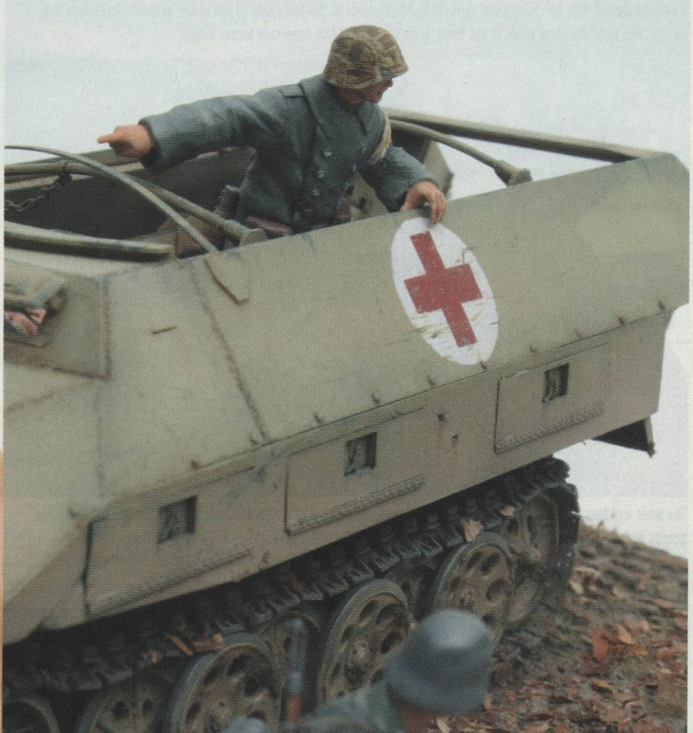
Another addition to the kit was the reworking of the prominent weld seams. The main feature of the change from the more complex 251 Ausf C to the D version was a switch from a complex riveted hull to simple flat plates welded together.

WELDS AND PAINTING

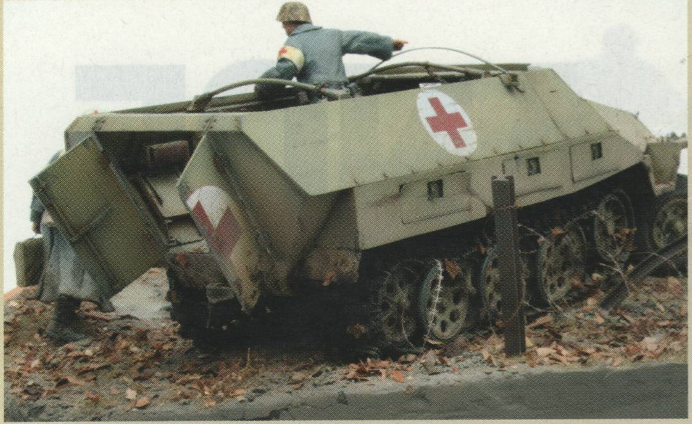
Existing weld seam and the lines that new ones would follow had a line of liquid cement carefully applied, no more than about 1mm wide.

Working one seam at a time, this was left for a few minutes to soften the plastic, before it was textured with an old scalpel blade. A gentle stabbing motion with the

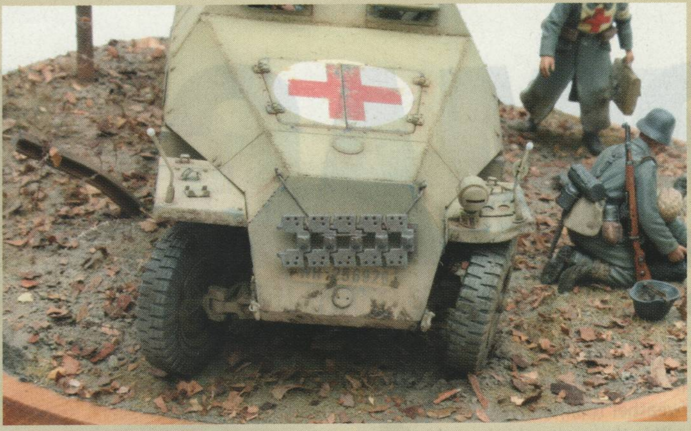
►



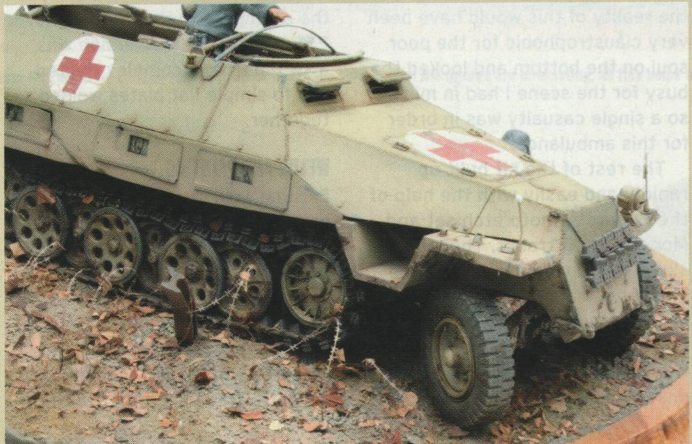
The wide flat sides of the vehicle received horizontal scratches to indicate a vehicle that spent much of it's life diving from roads into hedges and trees for cover. Simply drag a 00 brush with dark grey paint along the vehicle side.



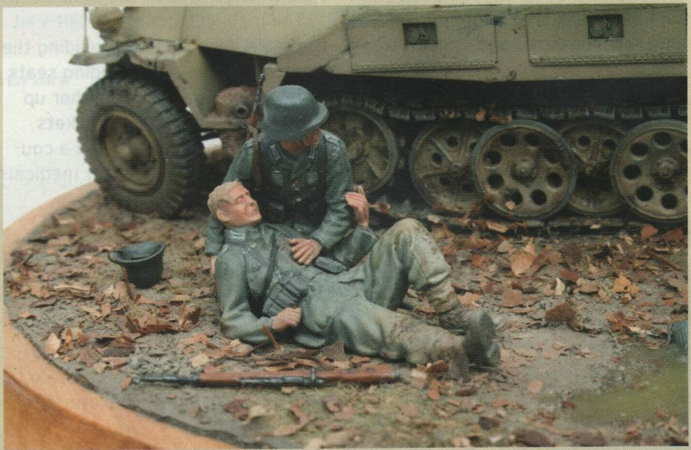
The author has has re-built the the rear doors with the help of plastic card, rod and new handles from the Eduard etched brass set. The scratches and wear on the door edges looks particularly effective.



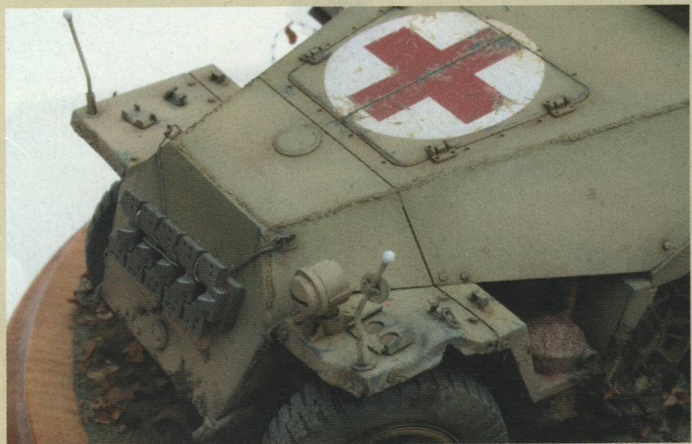
The spare Model Kasten tracks used by the author to replace the rubber band items in the kit, have been put to good use, by stowing then on the bow plate. This was common practice for half-track crews.



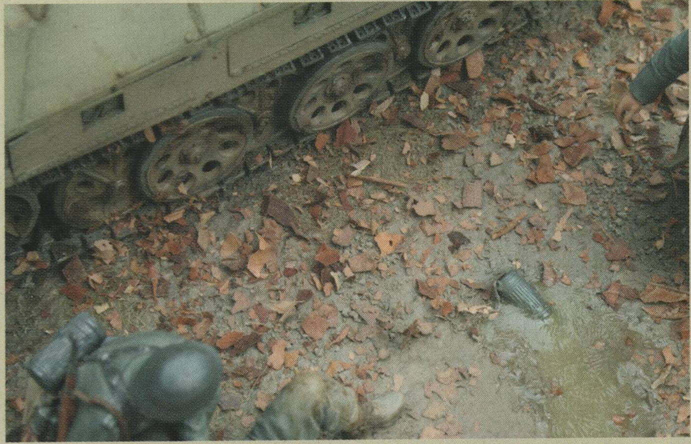
Verlinden barbed wire has been used cleverly to add interest to the back side of the scene without distracting the viewers eye from the focal point at the front. Note the dented left hand side locker door.



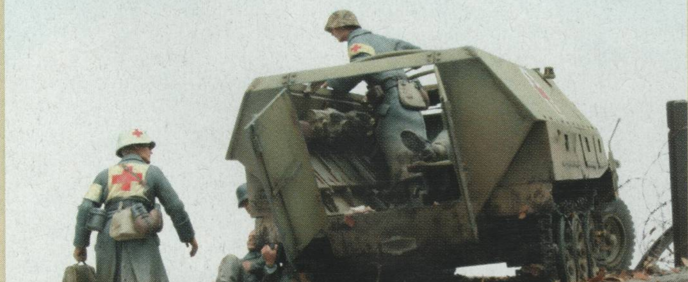
Close-up of the wounded figure and his comrade, the author has opted to not turn this scene into a gory blood fest. The lack of gore does not detract from the impact of the event and all helps to keep it tasteful.



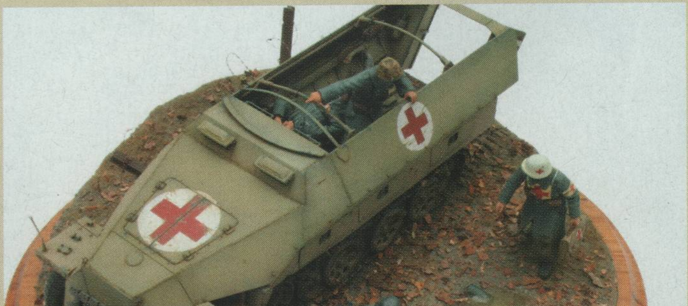
The wear and tear has been kept subtle, the scratches and paint chipping looks particularly effective on the engine access doors. The damage to the front fenders helps to convey the constant use of these vehicles.



The realistic leaves were created by crushing up real ones and then sprinkling them onto the groundwork. The puddle was made by pouring clear resin into a pre made hole. Note the semi-submerged gas mask container.



A nice low angle shot, that emphasises the fact that the half-track is on sloping ground, all of which helps to add drama and interest to the setting. All these subtleties may not seem that noticeable, but are all signs of a great diorama builder.



From this angle we can see that the little puddle between the figures has helped fill this space, with the added bonus of symbolising the harsh, wet and miserable conditions during the fighting in late 1944.

"Many medical vehicles were painted entirely white"

◀ blade perpendicular to the line of the seam will lift enough of the semi-molten plastic into a ridge that will form an effective looking seam if done carefully. Once dry a light sanding takes care of any sharp edges.

The vehicle was pre-shaded with XF63 German Grey along the major panel lines and around detail. A light coat of XF60 Dark Yellow was misted over, before another coat of the same lightened with a little XF2 Flat White created the final beaten looking coat.

Many medical vehicles were painted entirely white, but a few with just the red cross markings over the factory finish did exist and a main point of this project was to create a vehicle with an uncamouflaged but attractive dark yellow finish. The markings were sprayed on through simple masks cut from Tamiya tape, with paint chips applied in dark yellow on the red cross symbols and German Grey elsewhere.

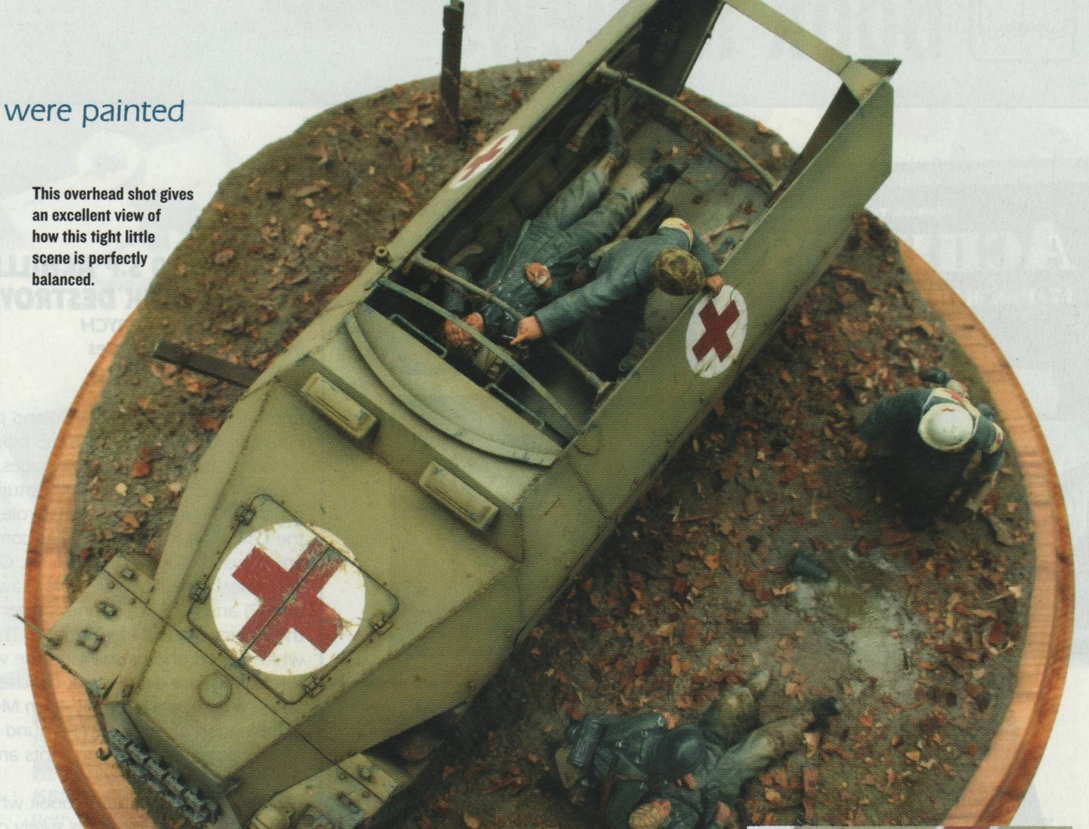
Overall light washes of raw umber and heavier localised washes of this combined with black, and burnt sienna oil paints completed the weathering.

While the scene itself is on a round base, the viewer is intentionally directed to the front where the figures are.

A small bank was built up from a polystyrene block cut to shape to tilt the vehicle and give a look of off-road action and a better view into the interior.

The ground work was made up from plaster, with various small rocks and driveway sweepings applied and a small puddle added by filling a hole with tinted clear resin.

Following static grass, autumn leaves were applied made from a batch of the real thing crushed up. I like the colour this adds to a very grey and featureless scene, but if using this method be sure to pull out any pieces of leaf that appear over-scale.


This overhead shot gives an excellent view of how this tight little scene is perfectly balanced.

THE FIGURES

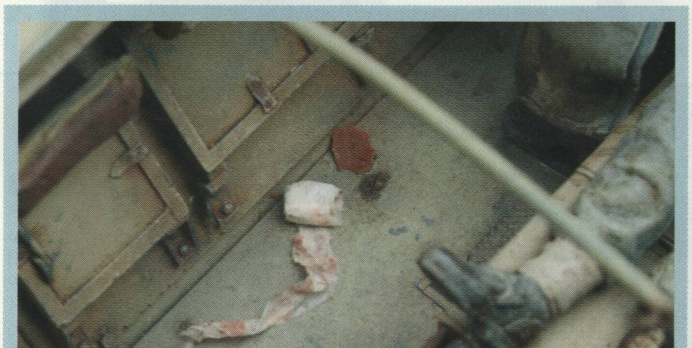
The majority of figures came from a combination of two Dragon sets and are largely unaltered. The exception is the vehicle driver, who is largely hidden in the interior and the vehicle crewman standing and pointing his comrade to the next job.

These two came with the Tamiya kit and the driver was left unaltered. However the pointing medic was altered from the vehicle commander. As he's dressed in a very un-medic like camouflage smock, most of this upper torso was cut away and a great coat fashioned from Milliput. The upper half was pressed on and sculpted to shape, while thin sheets were added to create the lower portions of his great coat, using the dragon figure as a guide.

While not perfect, it shows the flexibility that a bit of scalpel and putty work with figures can open up to diorama builders. The figures were posed to create a connection between them, the ground and the vehicle: the soldier supporting his wounded comrade looks to the walking medic for help, who in turn is turning his head to listen to his fellow medic, who in turn is being shouted at by the driver. Only the two wounded men seem immune to the shouting!

With figures and vehicle completed, and a muddy finish added using a mix of putty and static grass added and painted, the scene was finished and a bit of photo etched barbed wire tops off the scene. ■

Note how the Medic's overcoat has been visually tied to the muddy groundwork.



Tech Tip!

The discarded bandage is tissue paper cut to shape and rolled with diluted white glue applied to hold it in place. If used in a diorama, half tracks and other open vehicles should have a bit of the groundwork and any debris around entrance ways to simulate the crews' movements.

Modelspec

SdKfz 251/1 Ausf D **Tamiya Kit No.35195**

Materials

Injection moulded sand coloured styrene, one piece tracks, polycaps, waterslide decals.

Paints used

XF2 Flat White
XF63 German Grey
XF60 Dark Yellow

Accessories Used

MR Modellbau MR 52: Sd.Kfz.251/8 Ausf.D Ambulance interior set
Modelkasten MDKK-19 1/35 Sd.Kfz.251 Tracks
Eduard photo etch set 35113 for Tamiya 251D.
Verlinden Productions VP0051 barbed wire

Figures

Dragon German Medical Troops no 6074
Dragon Fallen Comrade (Aachen 1944) no 6119

✓ Clear instructions and excellent parts fit.
✗ Tamiya kit showing it's age.

Available from

MR Models available from www.accurate-armour.com

Rating ●●●●●◐○○○○

Book Reviews

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WOJCIECH J. GAWRYCH
Model Centrum Progres
ISBN 83.920254.7.4
www.ibg.com.pl

Another superb book from Poland printed in English with the modeller in mind. 207 colour photos, 65 black and white and 5 pages of scale drawings are packed into 72 pages.

A short history of the vehicle featured in the 'walk-round' (a Canadian supplied Danish vehicle whose role was anti invasion defence during the Cold War) is followed by as comprehensive a series of colour photos any super detailer could wish for. Coloured drawings of ammunition/ containers together with scale drawings in both 1/48 (a sign of the times?) and 1/35 scales and further illustrations from what looks like the service manual are included. The final 24 pages are black and white period photos showing the vehicle on active service. Captions throughout are detailed yet concise and enhance the photos.

This is a quality publication from Model Centrum Progres – the combination of quality walk-round photos of a preserved vehicle, technical detail and period shots are exactly what any modeller would want.

VERDICT; An outstanding book which, if representative of the series, means that the publisher is surely onto a winner.

Buy it now!

Paul Egerton

APPLIED MODELLING ENCYCLOPEDIA

Euro Modelismo
Squadron/Signal Publications

This is the second book in this format from Squadron Signal in their Applied Modelling series, the first being aircraft. A soft back cover (I do not know if it is available in hardback yet) hides 200 colourful pages with many hundreds of clear and well-lit colour photographs. The book is split into several modelling projects per chapter, of which there are ten in all (each of the early ones covering some of the basic techniques used in general modelling). This format allows the modellers to elaborate upon their own individual styles. There are several well-known Spanish modellers who have contributed to this book and as expected the work is outstanding.

A logical step-by-step format is adopted and the book starts quite basic and builds up, each following project increasing in complexity until finally a fully scratch-built model. On the way such techniques are covered like airbrushing, photo-etch, resin Kits, zimmerit, conversions, destroyed vehicles and finally scratch-building. One small nit pick was that not every photo has a caption and the reader is often left searching for the number and text to match it! This book whilst aimed at the modeller who has little experience with these types of techniques shown will no doubt be of use to all. Ultimately all modellers stand to learn something, it is I feel, best to read others tried and tested ideas which this book offers plenty of.

VERDICT; At £15 or there abouts in the UK this represents reasonable value when you consider that some other titles out there, can stretch the bounds of anyone's budget.

John Wilkes

#102
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MODEL DETAIL PHOTO MONOGRAPH No28 – 37mm ANTI TANK GUN WZ36

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Both of these books follow the format of this well-established series. In both cases there are 48 pages containing 15 or so black and white period photos, over 50 colour walk-round shots and about 15 line drawings giving a comprehensive insight into the subject piece of equipment. The text is dual Polish and English but the captions are divorced from the photos, which is slightly irritating. However, the photos are of a high quality and cover all the detail that a modeller would require. Both volumes also include a CD containing lots of extra information in PDF format.

The TKS was not a vehicle I was familiar with (a 1930s Polish derivative of the Carden Lloyd 2 man tankette) but comprehensive coverage of a vehicle undergoing restoration in the Polish Army Museum, Warsaw goes some way towards rectifying that. The anti tank gun in the same museum receives similar treatment.

VERDICT; Both of these volumes provide comprehensive coverage of unusual pieces of equipment and as such are probably of limited appeal. However, this is a very good series and competitively priced and as such is well worth considering when expanding the WWII equipment library.

Paul Egerton

SECRET OPERATIONS
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The first in a 'Secret Operations' series published by Ian Allan. The attack on Tirpitz in a Norwegian fjord by X craft is covered in 96 pages profusely illustrated with period black and white photos throughout. The book is split into 6 chapters – The Target, The Means and the Men, The Plan, The Attack, The Crews and finally, Air Attack (which finally resulted in the sinking of the vessel. The narrative in each chapter is concise and well supported by the photos.

VERDICT; Clearly, no more than an overview can be given in such a short volume but this could well inspire further deeper study by the more serious students of the action. However, it is a comprehensive, well illustrated and very interesting read. Well worth a look.

Paul Egerton

ALLIED LIBERATION VEHICLES

FRANCOIS BERTIN

ISBN 2.7373.3465.9

This is an English language edition of a 2004 French publication cataloguing vehicles that played a role in the Normandy landings and the liberation of Europe. There are 128 pages with more than 250 colour photos of preserved vehicles. The first 89 pages are devoted to American examples and the remainder covering British and Canadian vehicles. Both sections contain a concise piece on their respective vehicles classifications and markings. The photos of each vehicle covered are supported by data tables and, in many cases, a short description/history. Of particular interest (to me at least!) was the variety of Dodge WCs and GMC 2.5 ton 6x6 trucks and the heavy movers (Hippo, Matador, Mack, White and Diamond T).

VERDICT; This is a very good book indeed, well produced and with high quality photos – pin sharp and well composed. It will undoubtedly provide inspiration for many modelling projects and lead to further in-depth research into favoured vehicles. Very highly recommended

Paul Egerton

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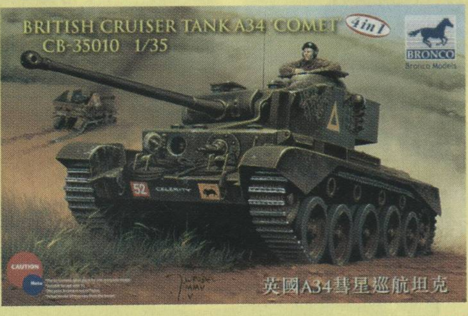

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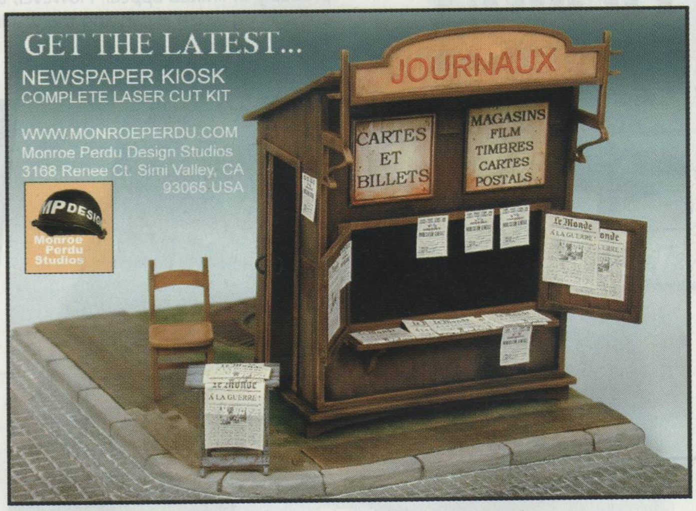

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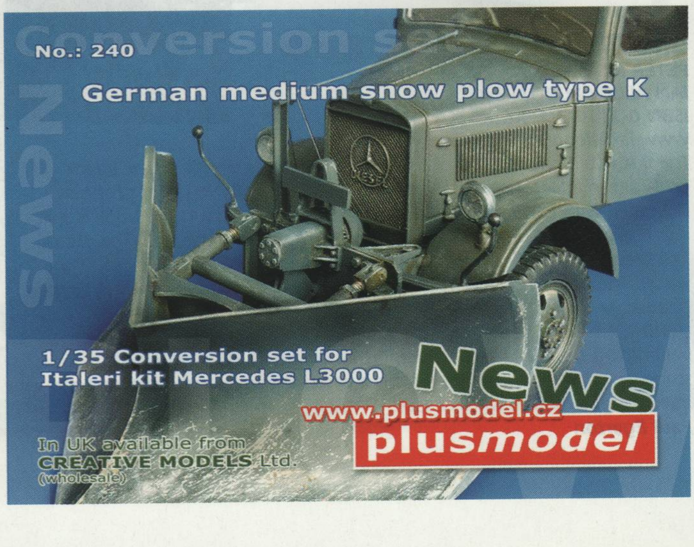

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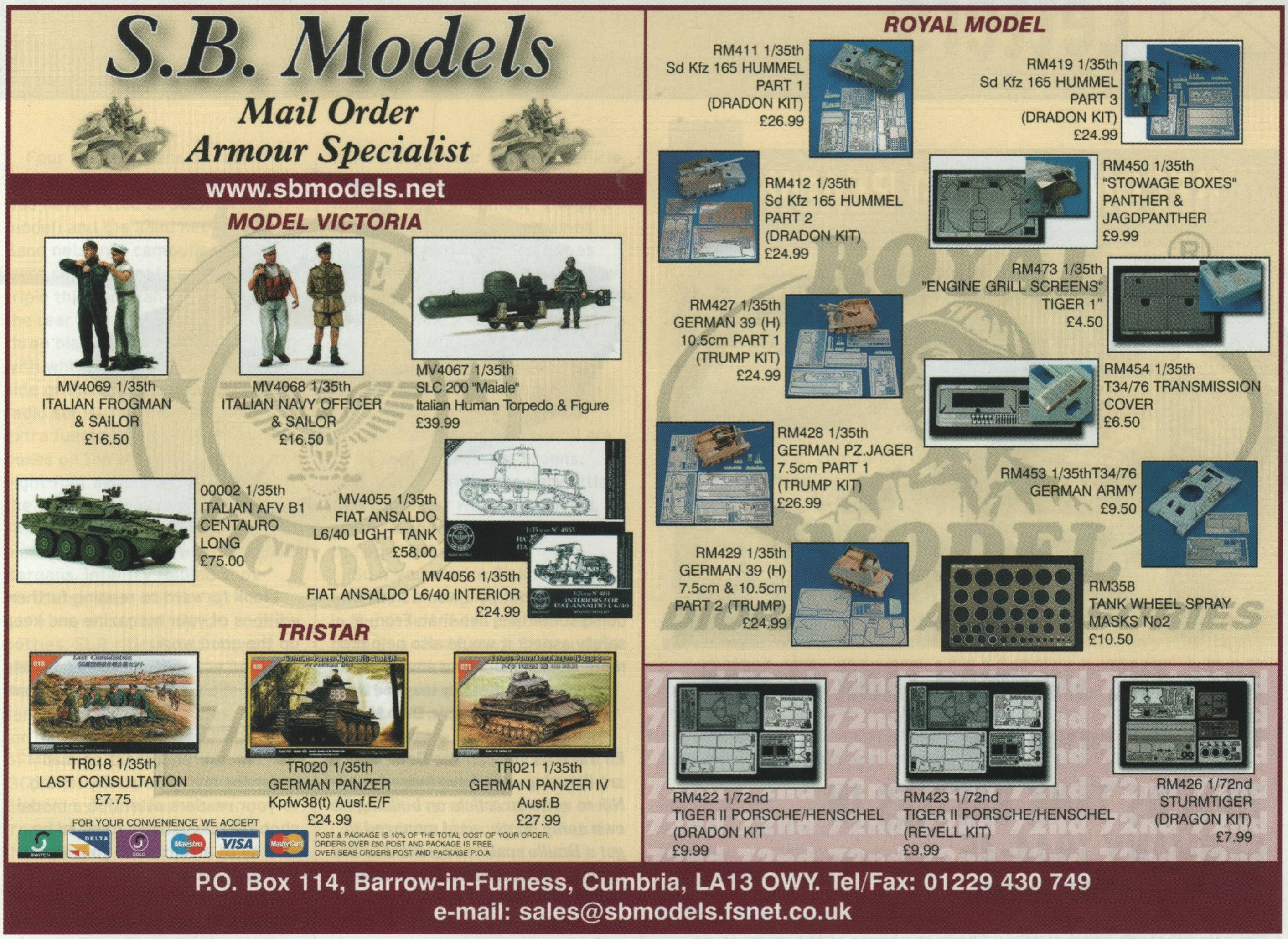

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PLANET models

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NAVY SERIES

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1/48

PLT 101
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PLT 183 Focke Wulf Fw 19a
1/72

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N72008
U-Boot VII
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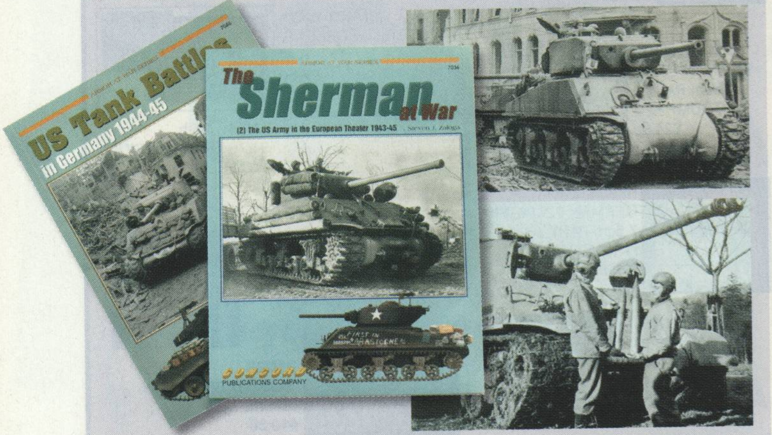
CMK Mezilesí 718, 193 00 Praha 9 Czech Republic, www.cmkkits.com
U.K. source: HANNANT'S, GERMANY source: Aeromodel, mail@aeromodel.de, www.aeromodel.de, www.moduni.de

Letters

RECOMMENDED READING


US Tank Battles in Germany 1944-45
The Sherman at War
(2) The US Army in the European Theater 1943-45
Steven J. Zaloga
CONCORD PUBLICATIONS COMPANY

7036 THE SHERMAN TANK AT WAR 1943-45 ISBN 962-361-669-4

7046 US TANK BATTLES IN GERMANY 1944-45 ISBN 962-361-075-0

CONCORD PUBLICATIONS COMPANY

I'm going through another of my Sherman phases at the moment, so my recommended read this month is in fact two books from Concord, and they are *The Sherman at War* and *US Tank Battles.* Both of these titles are by Steven Zaloga, and both are full of inspirational photos, as well as a good selection of side view colour illustrations.

I like the fact that the captions are informative and the background information isn't too heavy going; in fact it's just right for me. If ever you thought Shermans all look the same and are only painted in plain old olive drab you need to take a closer look at these two titles.

BRAILLE SCALE PLEA

Firstly, I have to say that I really like the magazine. The way you have set it out makes it easy reading. I think the thing that makes MMI stand out from the opposition is how you include plenty of photos to help illustrate your articles, which is a really nice touch.

I usually leaf through magazines and only buy when something of interest to me is in it. But I have placed a regular order with my local newsagent for MMI, which is praise indeed from me.

The only moan I have about the magazine is that so far you have appeared to pay mere lip service to the smaller scales. Articles that promote banging a Model Kasten this and a AFV club that is on an already expensive 1:35th kit are to be expected as 1:35 is the dominant scale and these sort of articles sell modelling magazines, especially to the foreign markets.

But all I am asking is that you do not forget about Braille scalars like myself; I hope that you have some articles lined up for us in the near future.

On another subject, in the letters section of the July issue, you have printed a photograph of a fantastic looking home made spray booth built by Nik Grundstrom.

Do you think you could persuade Nik to write an article describing how he built it? It would make a great article and none of the other

Modelling monthly's would think of doing something like that. From a safety aspect it would also help promote a safer modelling environment.

Keep up the good work.
Best Regards, Dave Morris.

Ed Says; As you can see Dave, we are listening – we have indeed got Nik to write an article on building his own spray booth, and I managed to get a Braille scale model build in the form of Cromwell Models excellent Israeli M60 Batash.

SOFT SKINS AND SMALL STUFF

I am always pleased when a new Military magazine appears on the shelves of my local newsagent and I have found the first 2 editions of interest- thank you.

I thought I would at least see 2 editions before writing so I have a better idea of the magazine is trying to do. I must congratulate you on the fact that there is a bit more in the magazine that revolves around the Allied WW2 forces, I hope this continues. I hope that there will not be the usual high number of Tiger and Panther articles that appear in many magazines. Armoured forces depend upon their workhorses and there support vehicles as well as the more famous ones.

My particular interest is in the smaller scales 1/76 & 1/72 and it is a hope that such scales will not be overlooked by the "elitist" larger scales. I both model and war-game and all too often these larger scales predominate within the military magazines, yet they sit side by side on shelves ignored by so many, even though they provide just as good a representation on their bigger brethren. If you need a person to provide the occasional review of a model in this scale, then I would be happy to give this a go. Although I will freely admit not to have penned such articles before!

I look forward to reading further editions of your magazine and keep up the good work.

Yours faithfully,
Laurence Taylor (Kent)

GOOD SERVICE ALERT

As I am entirely reliant on mail order for my models may I bring to your readers attention a model shop that has shown itself to be worthy of attention in your excellent magazine.

The shop is D-9 MODELS of Newport WALES. They are helpful and not a thing has been broken in transit.

T.C. Regan (Devon

PRIVILEGED INFORMATION

As seen the Pink Panther is not representative of those we used in the Middle Easit in, Aden and Radfan South Arabia, and Sharjah in the Trucial States in 1967 nor in the later Dhofar War. We also acted for and on behalf of Muscat and Oman, seconded RAF pilots flying top cover in Strikemasters.

To me the vehicle is not familiar at all as the stowage as shown was never carried and would be totally useless anyway. My own vehicle as others had a basic amount of kit added stowage being left to the individual crew. The smoke discharges were not fitted as there was no need for them and we had no smoke canisters anyway. These were to become more common on the Green Hornet, basically the same vehicle in Europe, but in Bronze Green with various refinements.

Desert dress was basic, Hush Puppies known as desert boots or sandals (JC's, Jesus Christ combat boots), shorts KD and the Arab headdress Sharmargh in red and white. At night we often put on a shirt and Denison smock as the dessert can be very cold at night. On the vehicle our stowage consisted of;

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MMI Letters, ADH Publishing, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, UK
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The views expressed are not necessarily those of the editor or publisher. Letters may be edited for publication.

Four fuel jerrycans on rear stowage rack (the canvas cover was never fitted as seen on the model) and the sand net on top. Sand nets (not camouflage nets) were similar to net curtains but triple thick and tan coloured. In the rear four fuel cans, food and three black plastic water jerrycans with white cross on plus two either side of the seats externally. The radio set was at the front near the extra fuel tank a C13 with two "O" boxes on top of each fender for the eight-foot aerials and for tuning the aerials. Heavyweight airborne sleeping bags camouflaged in black, green and brown, personnel Bergans, infantry folding shovels (those seen and the pick axe were never carried) Binos, water bottles, SLR rifles were stowed behind the seats, the side boots were removed as they collected sand jamming up the rifles, ammo for the forward twin mounted GPMG and SLR (7.62mm) and a .30 calibre Browning in the rear. Goatskin water sharkels hung from the front, rear and side of the vehicle.

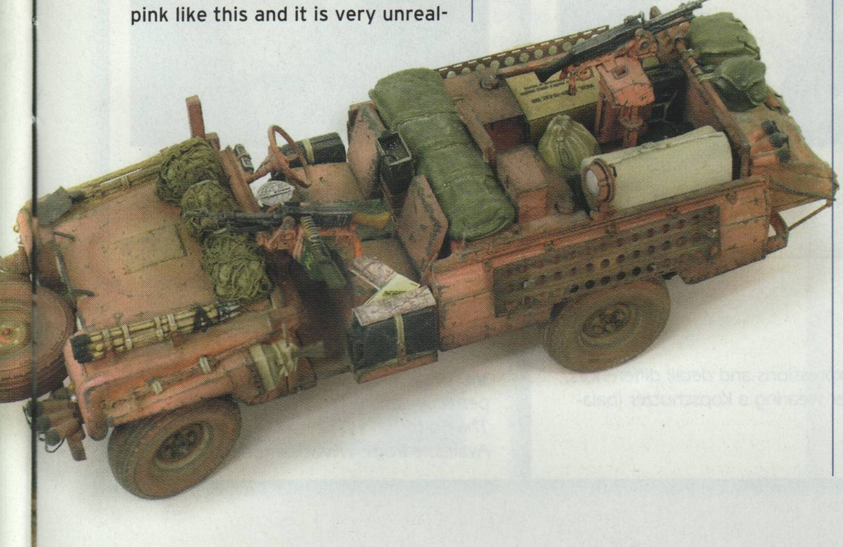
All gun pintles, jerrycans etc were in green not pink and the steering column was black as was the steering wheel. The sand channels were in sand or green and sand depending on the source and no number plates. The seat and the backrest were green canvas and of course never painted. The author seems to have gone over the top with the pink. The seats were removable as underneath are the fuel tanks and filler caps. Strange to think the military always sit us on top of fuel tanks? Tyres are a dark grey also not pink and due to the constant tyre and wheel changes most wheels were also green. Underneath the vehicle remained in black if weather coated or green if not including the wheel arches. I have never seen a Panther fully covered in pink like this and it is very unrealistic. Forget your museum vehicle, which Tamiya used, this is the real thing as used in combat. The pink was very durable and remained overall in good condition not as seen here. Also carried was a towing cable, which was very useful.

By painting it green and adding European type equipment a Green Hornet can be made, with some modifications. This green is not always a standard colour and is often a lash up; several are to be seen in different greens. Remember in this case very little fuel and water would be carried, re supply being more available than in the open desert.

So if you want a Pink Panther go easy on the pink. This on trial in the desert faded into the heat haze at a closer range than a sand coloured vehicle so its not just pretty in pink but functional. The photos often seen of Panthers remember are usually posed, and we were still a very obscure shadowy until up until the first Gulf War, even then only one very grainy photo is known of a Sabre team in combat. Of note also is the cab of my vehicle remained in Bronze green, only the inside of the rear compartment being pink. You say painting the tyres pink is correct but it is wrong. Sand tyres are like balloons and not at all very durable, they would if painted not very quickly indeed in the heat of the desert. Light Aid Detachments (LADs) of the REME maintained our Panthers to a high degree as our lives depended on them, and as seen were also battered like the model. The pink was very durable as such very little wear and tear was seen as we maintained our own vehicles with constant touch ups if needed.

I am afraid this is not a functional desert Panther and is so very wrong overall.

Respectfully
Vic (London)



MESSAGE FROM THE EDITOR

I think we have managed to cram a lot into this issue, so hopefully there is something for everyone? We've included modern, WWII German and Allied subjects, and we have models featured from both ends of budget and build ability spectrum. However, you may have noticed we are still having trouble getting small scale models built to review and feature. I'm really pleased to see how many modellers are really passionate about 1:76 and 1:72, judging by the amount of letters we get it is still as popular as ever.
We are, however, constantly on the lookout for contributors who can produce high quality models in this often undeservedly overlooked scale, for us to include within the pages of Model Military International.
If you feel like contributing, please feel free to send us some sample photos of your work, happy modelling.

Spud
John 'Spud' Murphy

See you again on September 7th

Ed Says; ***Thanks for that information Vic, obviously the clandestine nature of this unit's operations means that there is very little or no reference available. The author therefore had to use his imagination, which I do not think is unreasonable in this instance.***

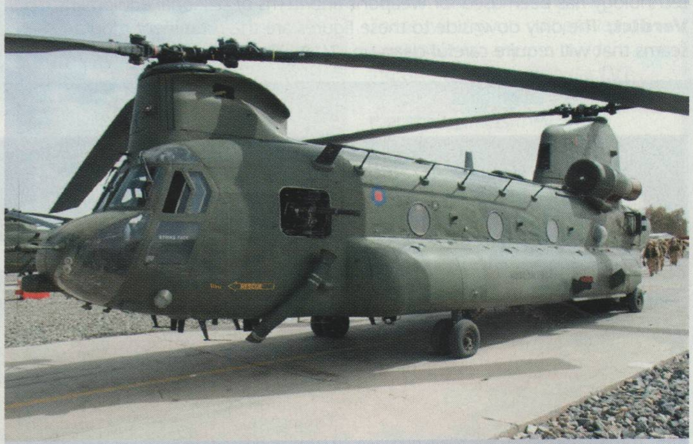
HOOORAAAH !!!!!

At last a magazine dedicated to us armour modellers, too long have we been forced to buy other magazines hoping to glimpse the latest piece of kit released by the manufacturers. At times I've felt like a cheap browser in my pursuit of our glorious hobby. Anyway, the subject of this e-mail is to see if anyone can tell me how many e-z links it takes to make up a length of track for Dragon's 1:35 scale Sd.Kfz 251 half-track, I've been looking at HYPERSCALE site on the web and this problem appears to have been going on for two years! PLEASE keep up the fantastic good work; you've definitely got me hooked.

Yours, in hopes,
Danny Greenway.

Ed says: ***Well, according to our reference and a quick count of the track links on a real one in one of our books, it looks like it should be 59 per side. If anyone knows please drop us a line so we can pass on the info to Danny.***

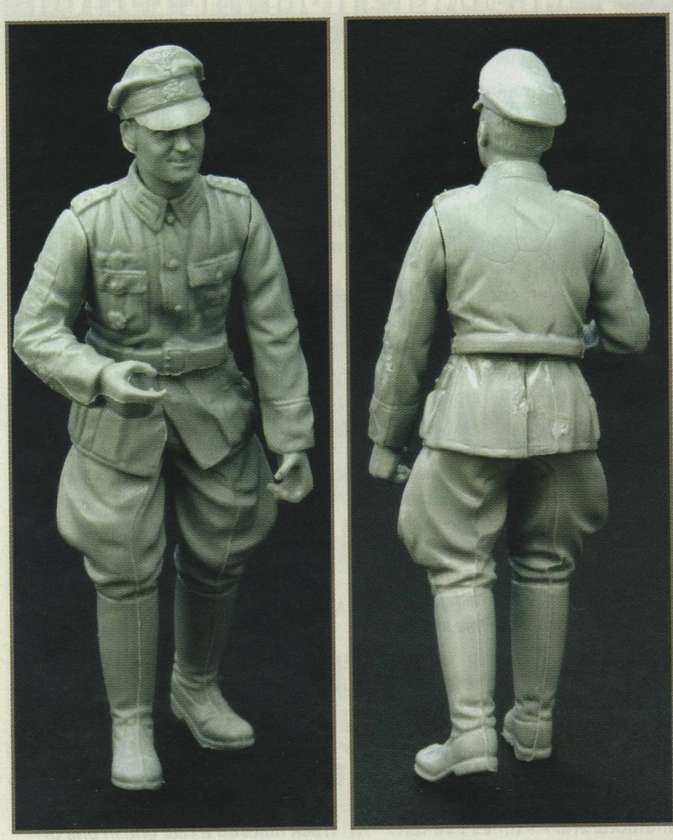
JUST GOTTA BUILD IT!



WE TAKE A CLASSIC PHOTOGRAPH THAT'S JUST CRYING OUT TO BE TURNED INTO A MINIATURE SCENE...

Keeping with the modern theme for our 'Just gotta build it!' photo, I thought an RAF Chinook would be ideal, and with the release of Trumpeter's CH-47D Chinook, I'm sure I'm not the only person that's had the idea of converting the kit to the RAF spec aircraft.
It will have to go on the to-do list, as I still haven't finished the A version on my model bench yet. It's a good job our life expectancy is getting longer, 185 would be about perfect for my un-built model stack.

Figures - A round-up of the latest figured sets on release...



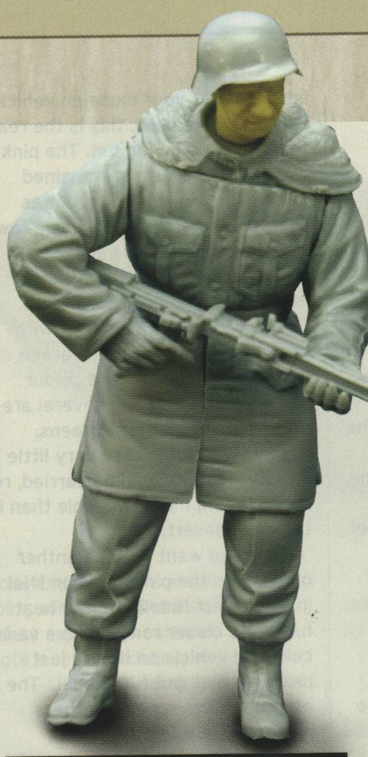
Dragon

1:35 GERMAN PANZERGRENADIER DIVISION GROSDEUTSCHLAND KARACHEV 1943 (PREMIUM EDITION)

Item No.6304

It's good to see Dragon have started to revamp their figures sets in the same way as their earlier AFV kits under the Premium Edition banner. The updates for this particular set include better-detailed heads, slide mould technology has been used for weapons and items of personal equipment.

Verdict; The only downside to these figures are the prominent mould seams that will require careful clean-up. 7/10 *The Editor*



Dragon

1:35 GERMAN PANZER GRENADIERS KHAKOV 1943 (PREMIUM EDITION)

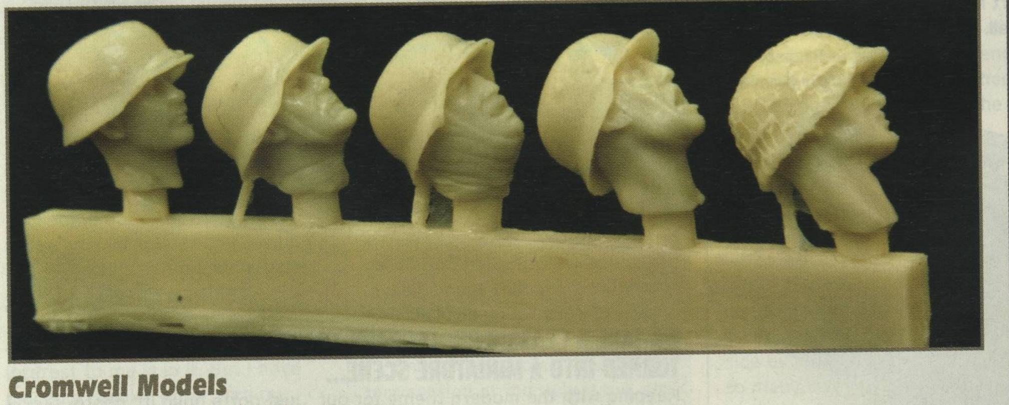
Item No. 6305

The second set of premium Edition figures is this set of Kharkov troops dressed in winter parkas. As with the Karachev set, these have also received a small etched brass fret, new heads, weapons and webbing gear from the Gen 2 sets. These also suffer from heavy mould seams on the major body parts. The figure I chose to assemble for the photo was a particularly poor fit.

Verdict; The new heads have elongated necks that will need some trimming before fitting, this aside they are still good value, if for no other reason than for the wealth of extras included

6.5/10

The Editor



Cromwell Models

1:35 German head set

Item No.CA23

A very nice set of heads wearing standard helmets, all featuring different facial expressions and detail differences, including one shouting, one with his helmet covered in chicken wire and another wearing a Kopschutzer (balaclava) under his helmet.

Verdict; All expertly cast and beautifully mastered. 9/10 *The Editor*

Warriors

1:35 GERMAN HEAD SET #65

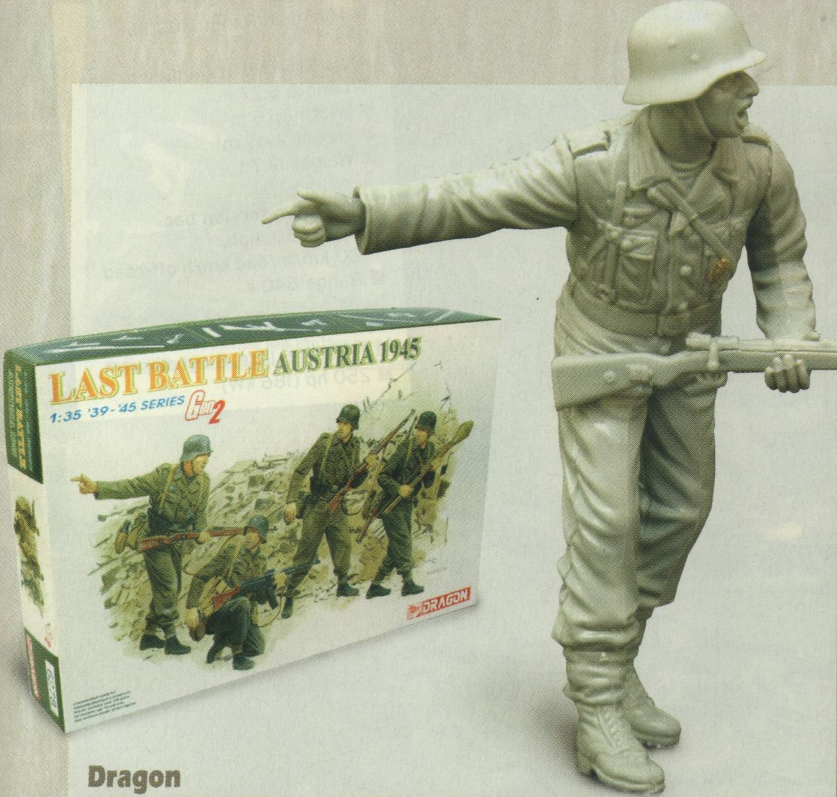
Item No.WA35601

Just when you thought there were enough German headsets available, Warriors have produced another set, this time a set of six with rather stern looking faces. All are wearing standard helmets without chinstraps.

Verdict; Well sculpted and perfectly cast. **8/10**

The Editor

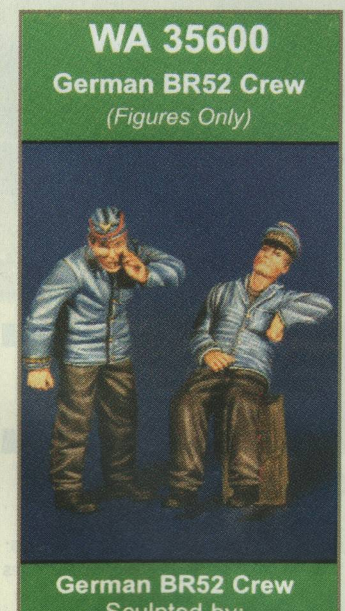
Available from: www.lsamodels.co.uk


LAST BATTLE AUSTRIA 1945
1:35 '39-'45 SERIES
Gen2
DRAGON

Dragon
1:35 LAST BATTLE AUSTRIA 1945 (GEN 2)
Item No.6278

This latest set of Gen 2 figures consists of four late war German troops all dressed in short pattern jackets, ankle boots and armed with Kar 98's, MP44's and Panzerfausts. These figures, like the previous US Marines set, have the option of two different poses for each figure; a brilliant idea with the added bonus of even more parts for the spares box.

Verdict; A much better fit than some of the first Gen 2 sets, highly recommended. 9.5/-10 *The Editor*


WA 35600
German BR52 Crew
(Figures Only)
German BR52 Crew
Sculpted by:
Bill Chilstrom
WA 35600
1/35 Scale

Warriors
1:35 GERMAN BR52 CREW
Item No.WA35600

This couple of figures have been designed specifically for Trumpeters BR52 Railway locomotive. One figure is in the act of shouting down to someone on the trackside from the footplate. The second figure judging by his hat must be the driver, his pose looks rather odd and I can't quite work out what he is supposed to be doing.

Verdict; I'm sure these will still be a welcome addition for anyone needing to find a crew to occupy this gigantic loco. 8/10

The Editor

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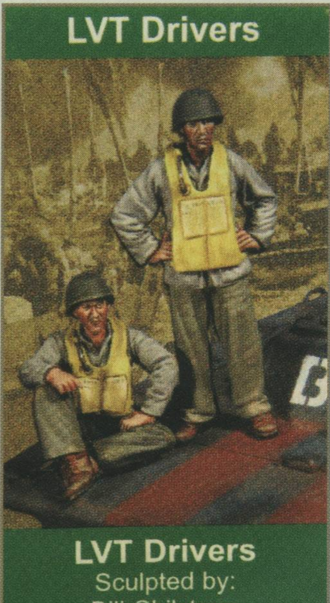

LVT Drivers
LVT Drivers
Sculpted by:
Bill Chilstrom
WA 35599
1/35 Scale

Warriors
1:35 LVT DRIVERS
Item No.WA35599

These two figures will prove invaluable for anyone building one of Italeri's popular LVT Amtracs. Judging by the fact that the helmets they are wearing do not have camouflage covers leads me to think they are an Army Amtrac crew. But by simply swapping them with one of the multitude of alternate headsets also available from Warriors, they could easily be turned into a USMC crew.

Verdict; Both are in casual poses and once their life jackets are painted will add a nice splash of colour to a scene. 9/10

The Editor

Available from: www.lsamodels.co.uk

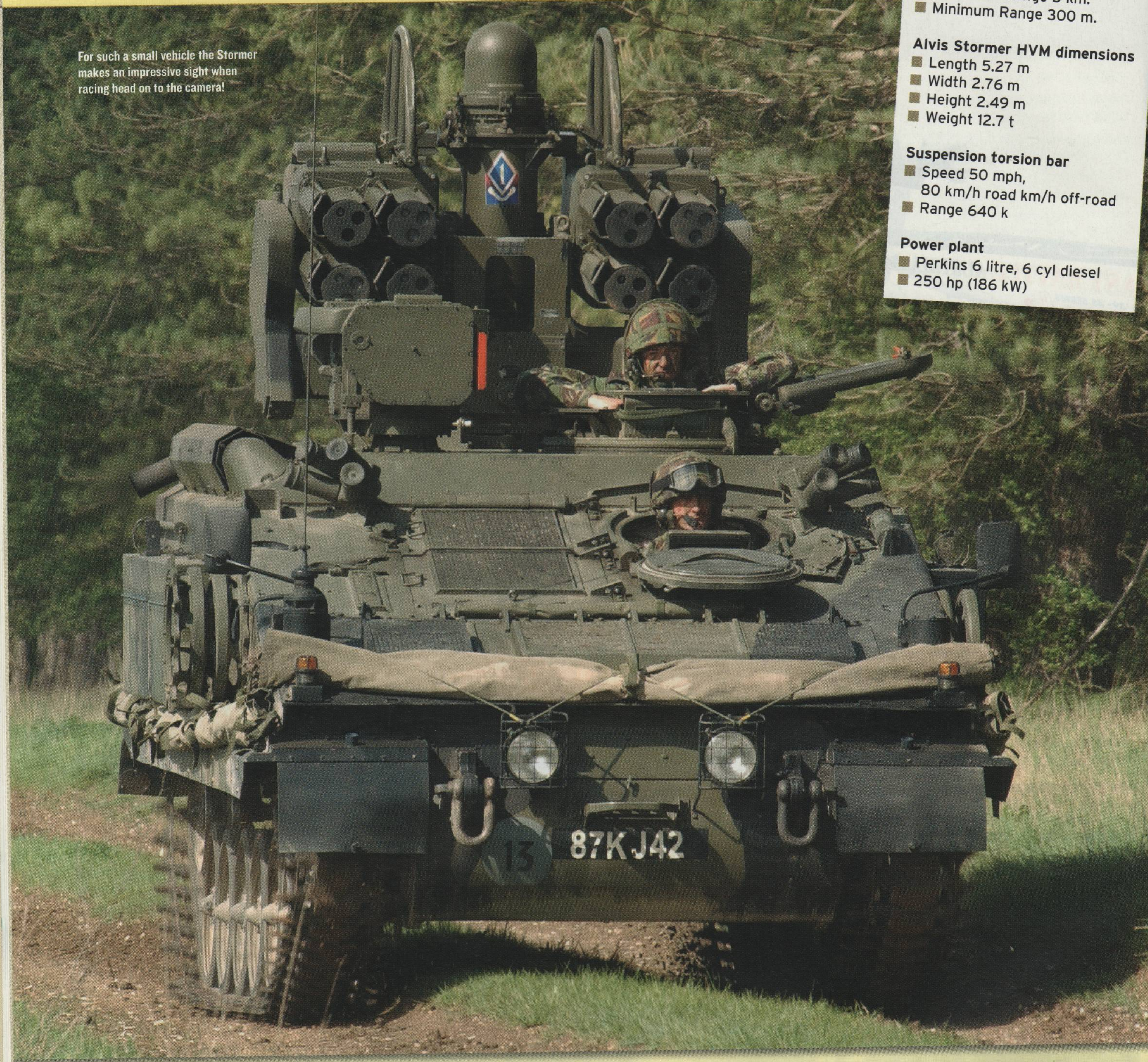
References - Stormer HVM

Missile dimensions
- Missile Length 1.369 m.
- Missile Diameter 0.27 m.
- Missile Speed Mach 3+.
- Maximum Range 5 km.
- Minimum Range 300 m.

Alvis Stormer HVM dimensions
- Length 5.27 m
- Width 2.76 m
- Height 2.49 m
- Weight 12.7 t

Suspension torsion bar
- Speed 50 mph, 80 km/h road km/h off-road
- Range 640 k

Power plant
- Perkins 6 litre, 6 cyl diesel
- 250 hp (186 kW)



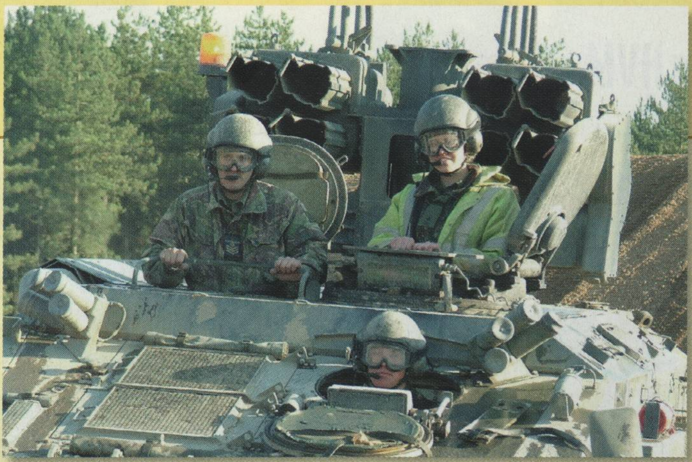
For such a small vehicle the Stormer makes an impressive sight when racing head on to the camera!

MOBILE AIR DEFENCE

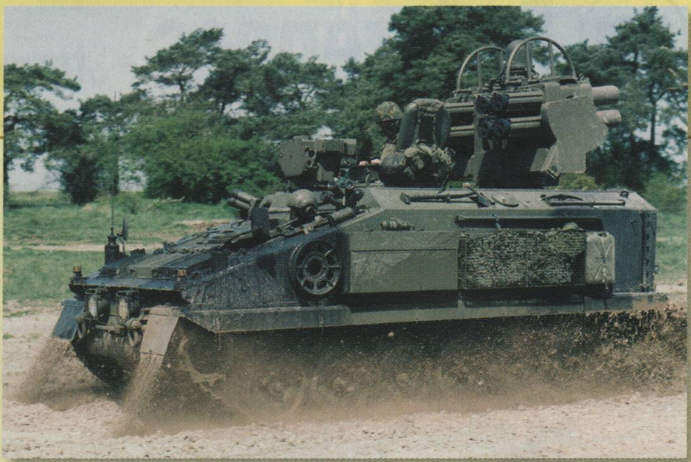
This month we bring you the British Army's mobile air defence system Stormer HVM

For this issues full size reference we bring you some great images of the British Army's Stormer HVM (High Velocity Missile), low-level air defence vehicle being put through it's paces. The Stormer HVM (High Velocity Missile) is the air defence version of the Stormer series, which is in turn a development of the original CVR(T) series. The longer and wider hull supports an all-weather tracker and designator unit and the main missile launcher which mounts eight Shorts 'Starstreak' missile tubes. Above and between the tubular guardrails is the Air Defence Alerting device (ADAD), which searches the horizon for targets using an infrared search and tracking system in the 8 - 14 micron waveband. These targets will include Attack Helicopters, and low flying fast jets, both of which are obviously a major threat to modern armour on today's battlefield. The Stormer is operated by a crew of 3, a driver, the Commander and Signaller (Radio Operator). It is part of the CVRT family and so shares the same chassis and many components, as it's other family members.

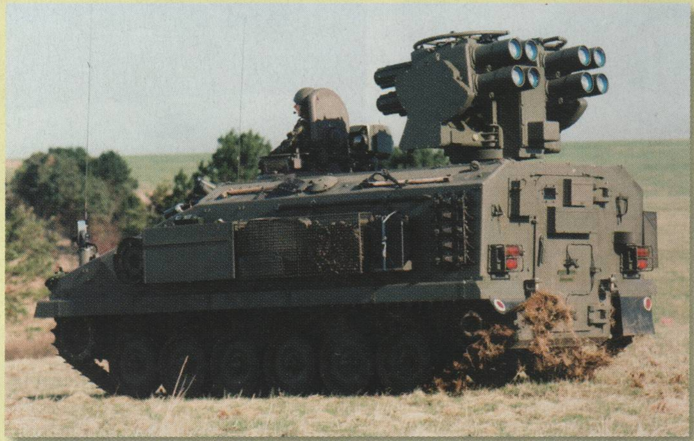
The Starstreak high velocity missile travels at more than three times the speed of sound, using a system of three dart-like projectiles, allowing for multiple hits on the target. HVM can be fired from the shoulder, from a lightweight multiple launcher or from the Stormer armoured vehicle, which is equipped with an eight-round launcher and carries another 12 reload missiles inside the vehicle.



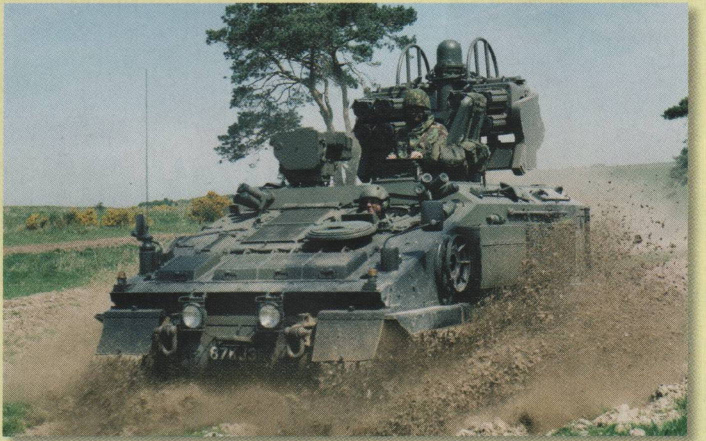
▲ The crew of this Stormer look like they have been having fun in the mud? Note contrast between the dry mud and wet patches on the engine deck. Of interest is the flaked paint to the left of the driver head.



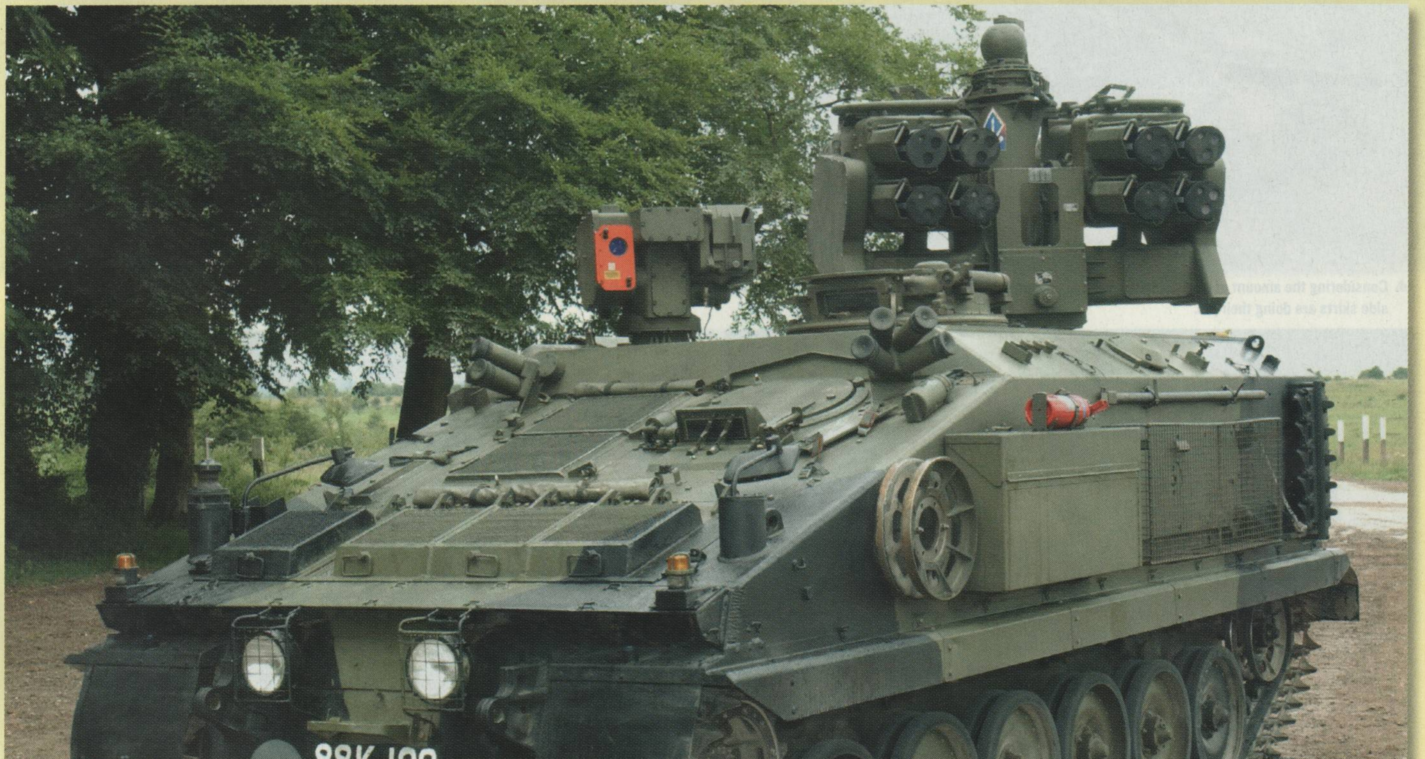
▲ Stormer at speed over muddy ground. Note the fire extinguisher on top of the side stowage bin is the older pattern BCF type.



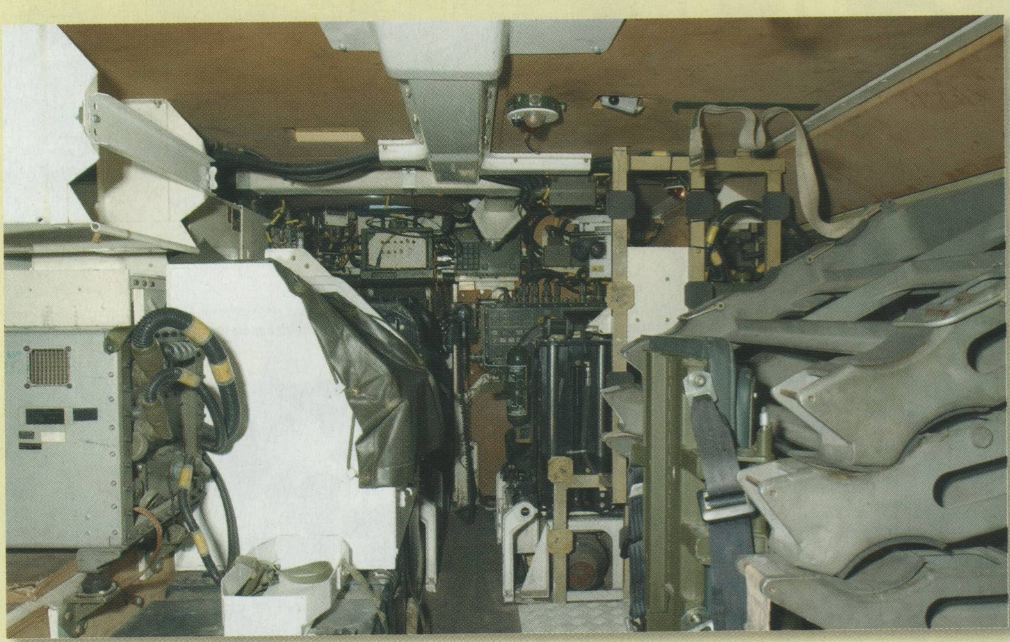
▲ Note the clods of turf being thrown up by this plain green Stormer. Note the water jerry can on the side of this one is black, whereas the ones in the other pictures are green.



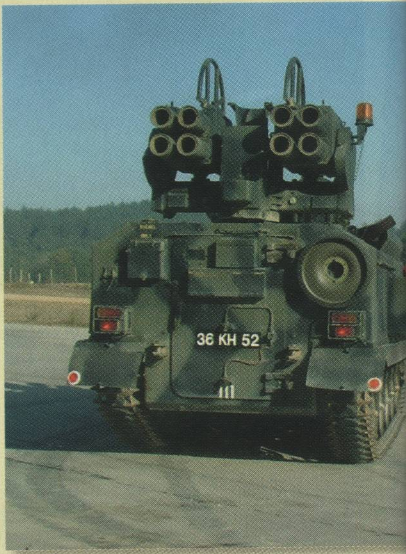
▲ This crew is making full use of the 250 horse power 6 litre diesel engine as they put their vehicle through it's paces.



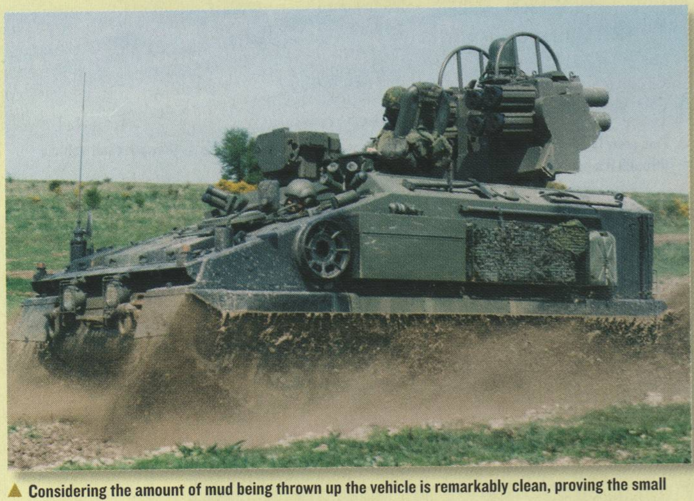
References - Stormer HVM



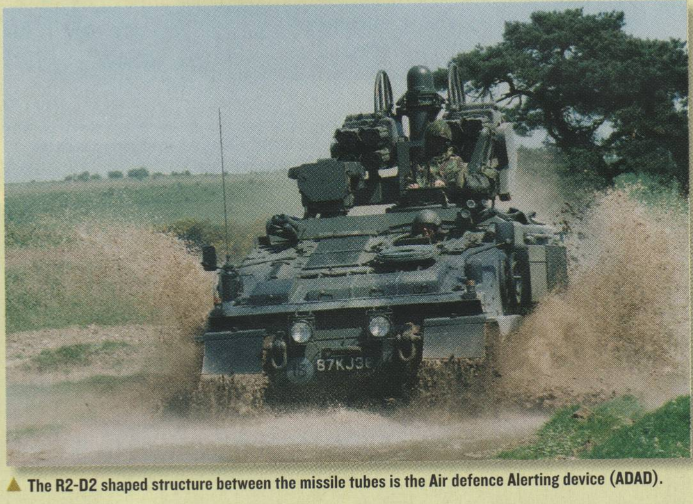
A useful interior shot for anyone who has the Accurate Armour 1:35 resin kit and is interested in fitting an interior into it.



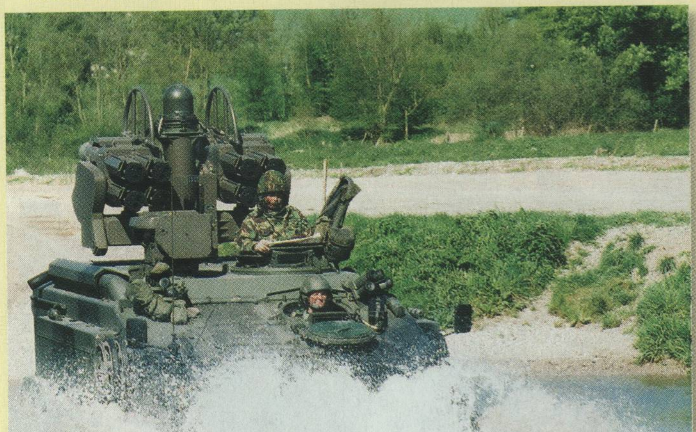
Interesting shot of the rear end showing the colour of the tail lights, reflectors. Note also the different shade of green on the spare road wheel.



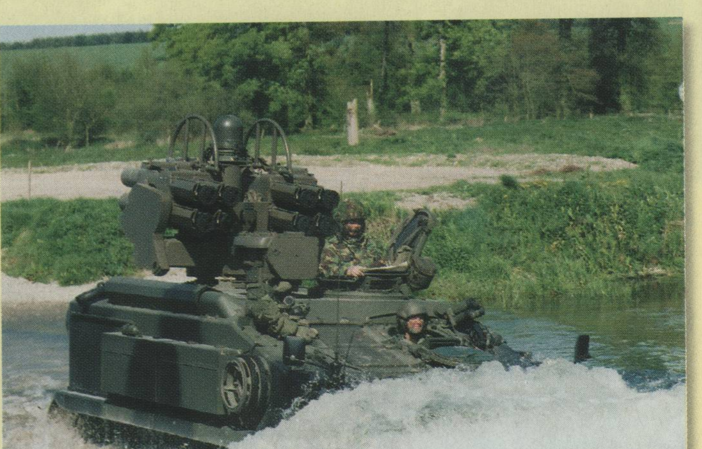
Considering the amount of mud being thrown up the vehicle is remarkably clean, proving the small side skirts are doing their job.



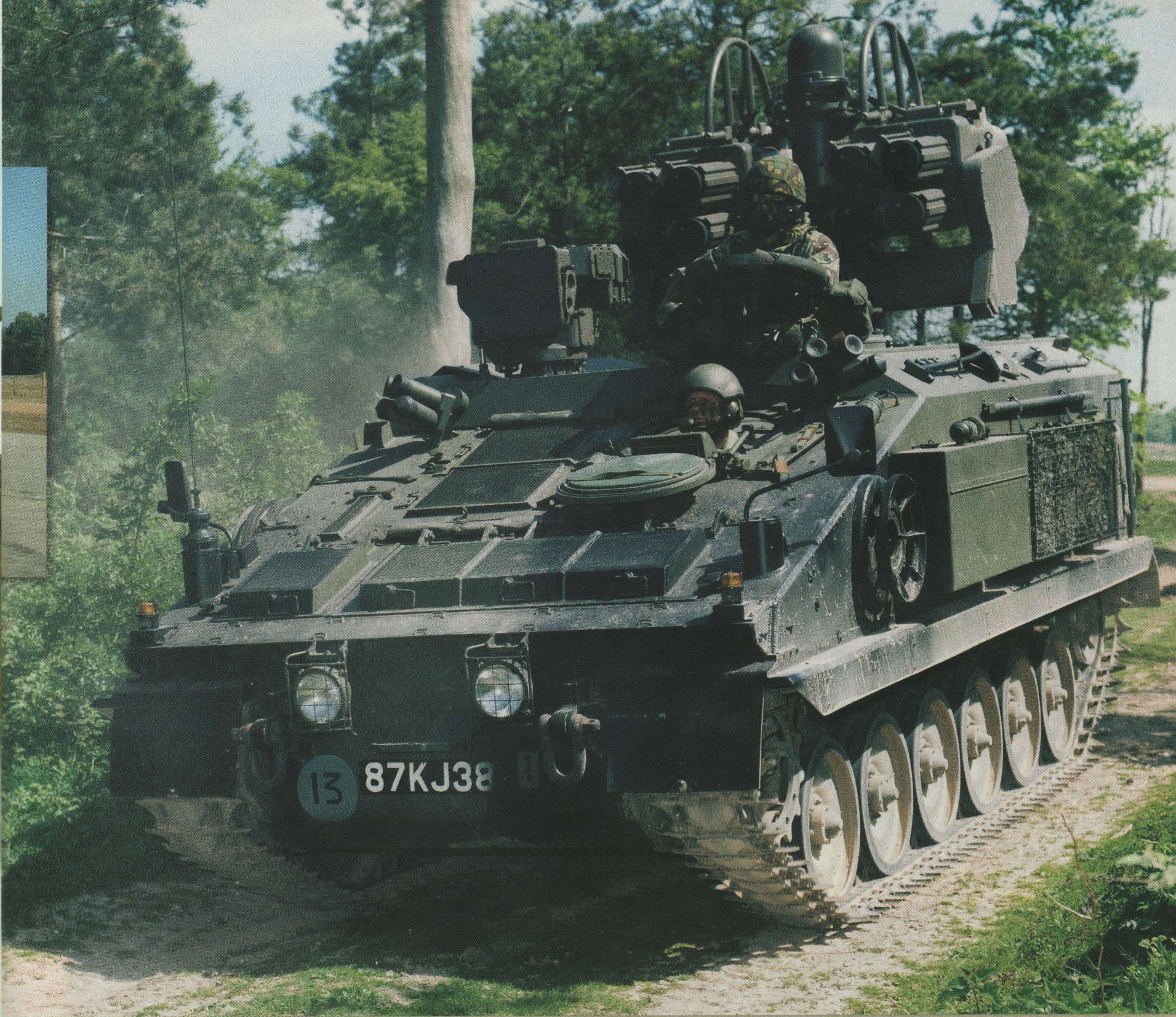
The R2-D2 shaped structure between the missile tubes is the Air defence Alerting device (ADAD).



A rather dramatic entry into this water crossing makes for a spectacular series of photos.

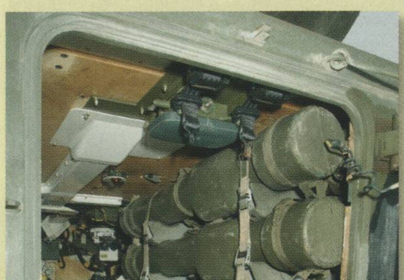


This Stormer is certainly producing an impressive bow wave in this shot. This would certainly be an interesting effect to recreate in a diorama.

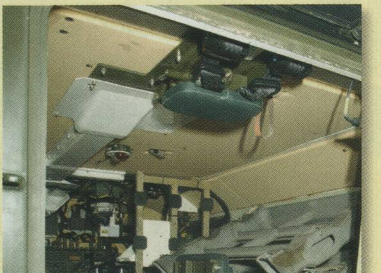


▲ Note the low visibility grey bridging weight disc, during operations the number plate headlights and mirrors would be covered up, so nothing bright or reflective was visible to an enemy.

▲ I think some water has managed to find it's way into the engine compartment.

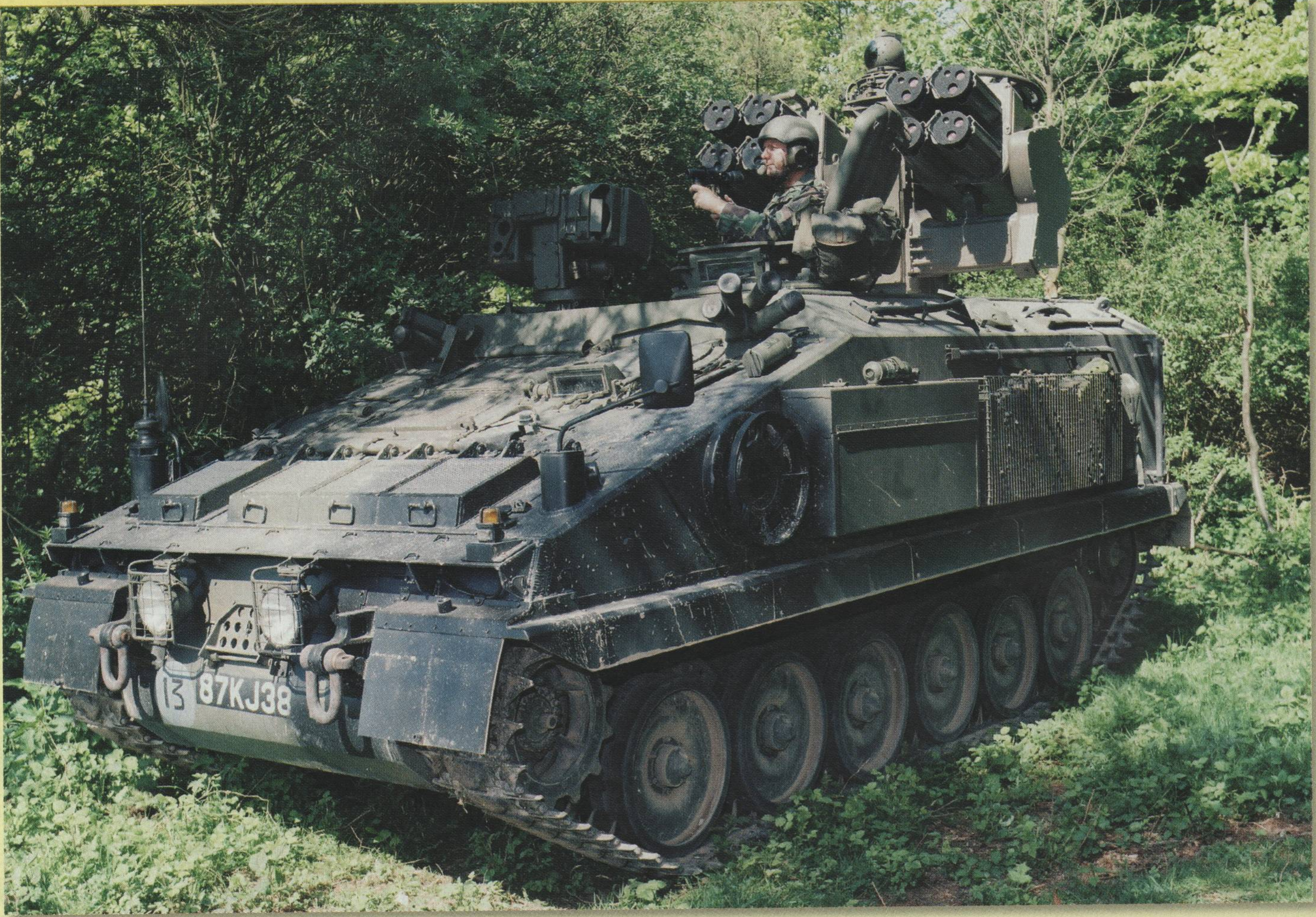


▲ With the re-load missiles in their racks the lack of interior space becomes all too apparent.

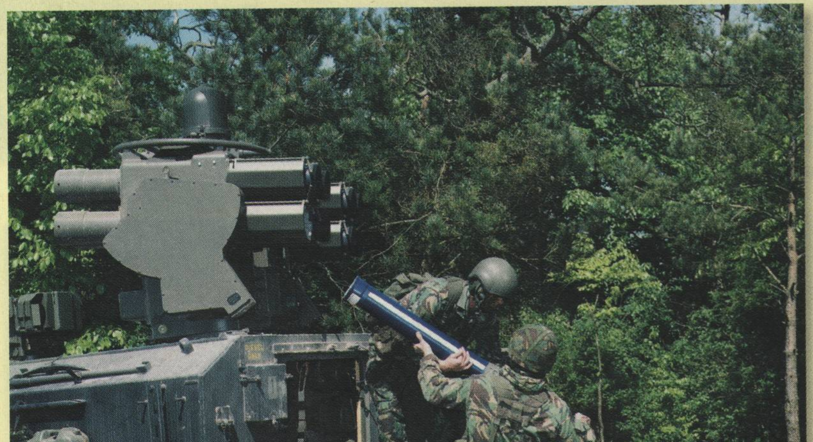


▲ With the racks empty there still isn't a great deal of space. Note the black and white convoy marker.

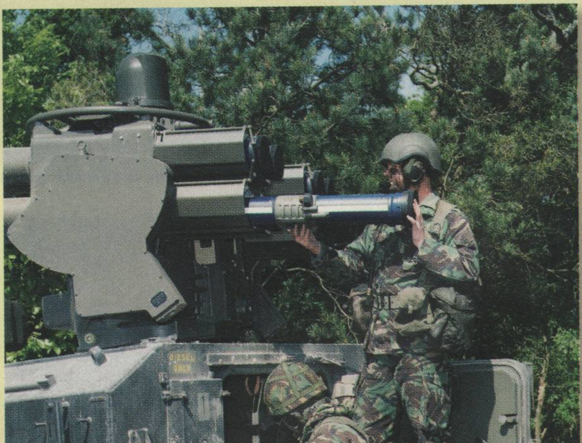
References - Stormer HVM



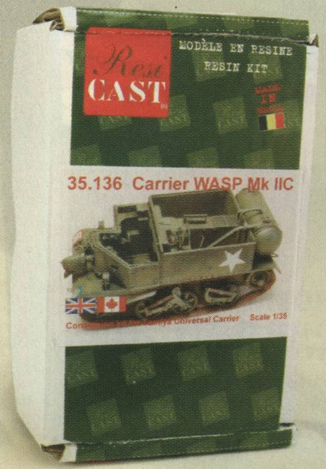
▲ A great detail reference shot, of interest here is the way the dirt has collected around the inner wheel rims and around the hubs.



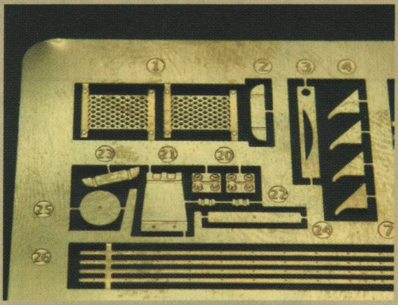
▲ Here we can see the crew loading drill round (recognisable by their Oxford blue colour) Shorts Starstreak missiles into the launcher.

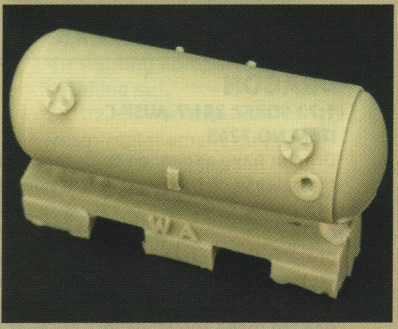


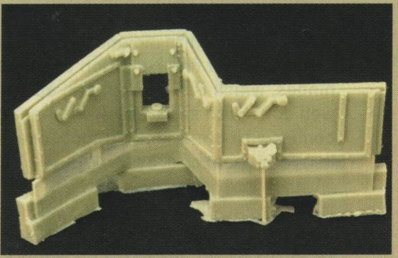
▲ Notice that the loader is using the purpose built step on the inside of the rear door to facilitate easy loading.

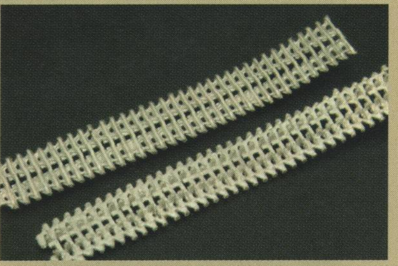


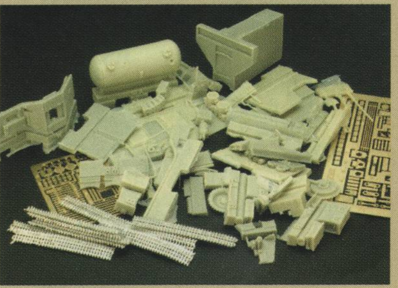
BRITISH UNIVERSAL CARRIER Mk.II FORCED RECONNAISSANCE
1:35 MILITARY MINIATURE SERIES NO.249
202825
TAMIYA











SMALL BUT WITH A BIG STING

Words by
Keith Goldsworthy

A flaming good conversion for British armour fans.

Just when you thought there were not enough kits of flame throwing carriers, Resicast now produce three different variants. The subject of this review is the third version produced, the Mk IIC. The other two variants are the Mk I, which had internal fuel tanks with a fixed flame gun. The Mk II preserved the same fuel tank layout but had the flame gun replaced with a traversable item, mounted in the front section of the carrier. The Mk IIC carried its fuel tank outside of the rear compartment providing more room (and protection) for its crew. Additional armour plate was also added around the front of the driver's compartment.

This kit was first produced several years ago but has since been re-tooled. I have built one of the earlier releases, and this was produced in the familiar green-coloured resin with additional items provided such as etch brass and white metal (the tracks) – there are over 160 parts. Not bad for such a small vehicle. The modeller will require Tamiya's Universal carrier as a donor. These are in plentiful supply. Many of the parts are common, not only to the flamethrower conversions, but also the several other carrier conversions that Resicast produce.

This is not a simple conversion and the modeller is required to build and paint in stages as the conversion progresses.

No air bubbles are present, which is testament to Resicast's production methods (or strict quality assurance). Care must be taken to separate resin parts from their sprues. Many parts need to be cut a little distance from their attachment points, and then sanded.

The white metal tracks are particularly well done. They are flexible enough to wrap around the idler and drives to re-create the sagging effect of the tracks.

The instructions are in the form of a 14-page A5 booklet. As is the norm with Resicast's instructions, they are based upon photocopies of in-build photographs. Resicast have decided not to accompany the photos with text. Nor have they numbered the parts on the photographs. Please Resicast, could you improve the instructions! There- are also a couple of schematic drawings showing the arrangement of the fuel tanks, fuel lines and air cylinders. For those who require clearer photos the Resicast website provides several photos of the conversion during it's build state.

All in all this is a very good conversion set. In conjunction with the other carrier conversions, Resicast have provided Allied armour fans with a number of welcome additions. 8/10 ■

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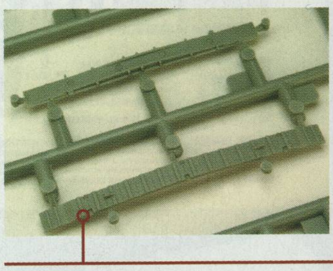
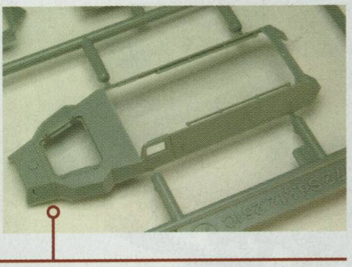




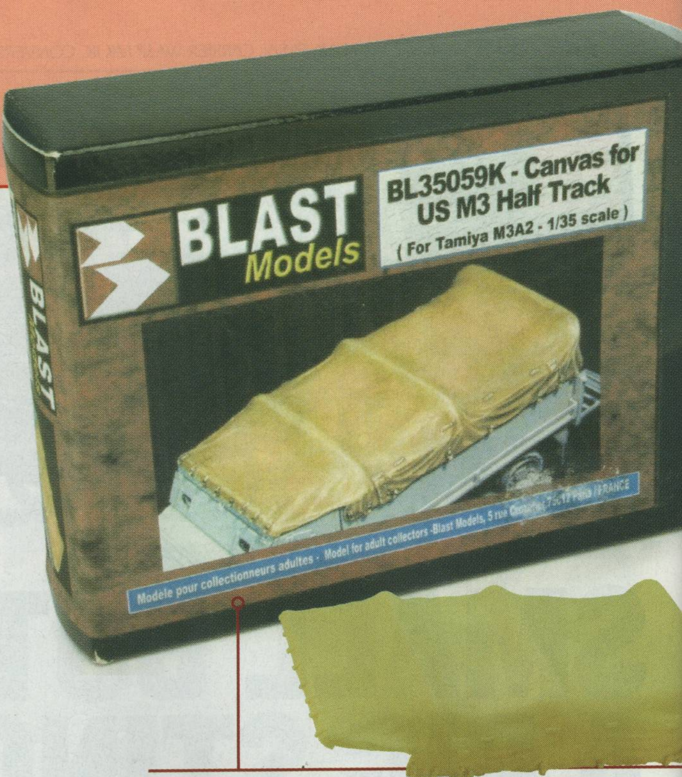
DRAGON

1:72 SDKFZ 251/7 AUSF-C
ITEM NO.7265

Dragon have expanded their range of German Sd.Kfz 251 Half tracks with the release of the Pioneer Version based on the Ausf C. The kit consists of 145 parts, 27 etched brass parts and a set of DS100 tracks. This kit is based on the previous release of the Sd.Kfz 251/1 Ausf C with an expanded etched brass fret, and two new sprues containing the Bridging units and internal stowage bins applicable to the pioneer version. As in the previous release of the Sd.Kfz 251's, the inner two rows of road wheels have been moulded as one unit, to make the Modellers life that bit easier, only the outer set of wheels are separate. The detail that Dragon gives you would put a few 1:35 kits to shame – highlights include finely detailed rifle racks with Kar-98Ks, stowed MP-40s and a fine rendition of the rear doors, with separately moulded hinges, which can be depicted open or closed. The MG-34s are well done with separate drum magazines. The kit comes with 3 marking options, one in overall panzer grey, one with a whitewash finish and the third in yellow with a green overspray. The decal sheet also contains extra divisional marking, so you will need to check your references. Overall a nice kit from Dragons ever expanding range of 251 Halftracks, recommended.

9/10 Jeff Adams

Sd.Kfz.251/7 Ausf.C
PIONIERPANZERWAGEN


BL35059K - Canvas for US M3 Half Track
(For Tamiya M3A2 - 1/35 scale)
BLAST Models

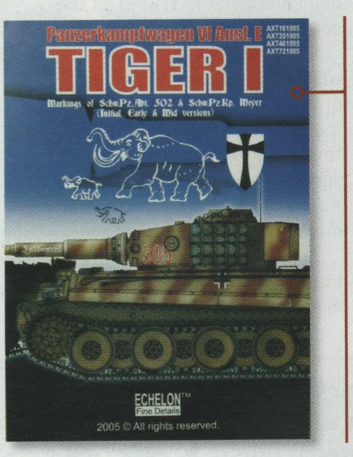
BLAST MODELS

1:35 CANVAS FOR US M3 HALF TRACK
ITEM NO. BL35059K

Blast Models have designed this simple, but very nice cover for Tamiya's venerable M3A2 half-track. Beautifully rendered this single piece resin casting is ideal to drop onto Tamiya's kit, especially if detailing an interior isn't your cup of tea. Just remember to stop the kit construction before building the pulpit machine gun mounting. A great addition for the M3 that really changes the look of the vehicle.

Available from www.afvmodeller.com

9/12-10


Panzerkampfwagen VI Ausf. E
TIGER I
Markings of Sch.Pz.Abt. 502 & Sch.Pz.Kp. Meyer (Initial, Early & Mid versions)
ECHELON Fine Details
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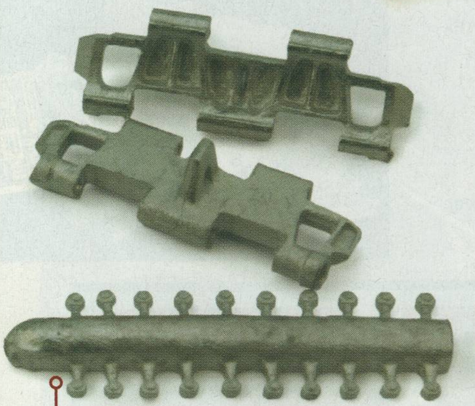
TECHMOD DECALS

1:72 DECAL SHEET FOR MID PRODUCTION "TIGER" AUSF E
ITEM NO.72806

More amazing decal sheets, this time the infamous Tiger I gets markings for no less than 11 vehicles, including both Heer and SS units. These decals are ultra thin and expertly printed; the instructions include 4 view colour drawings of each vehicle, all combine to make this set perfect for fans of the Tiger I.

Available from www.adalbertus.com.pl

10/10



FRUILMODEL TRACKS

1:35 M26 PERSHING STEEL TRACK LINKS

A direct replacement and big improvement over the rubber band style tracks supplied in the Tamiya kit, this set of T66 tracks even includes tiny white metal bolt heads to place on the end of each link to cover the pinholes.

Perfect for upgrading that Pershing. Time consuming to assemble, but definitely worth it, and with the added bonus that Fruilmodel always chuck in loads of spare links.

Available from www.historex.co.uk

8.5-10

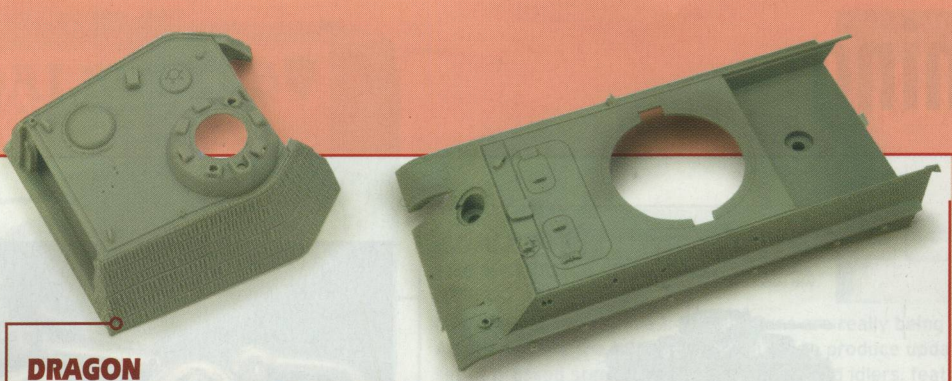
TRAKZ ARMOR PRODUCTS

1:35 BRDM TYRE SET (FOR DRAGON KIT)
ITEM NO.TX0106

Another set of replacement wheels, this time for the Dragon BRDM soviet armoured car. The original kit tyres were moulded in black vinyl, and over time have been known to react with the plastic hubs by either cracking or going all sticky. By producing the entire wheel in resin Trakz have eliminated any chance of this happening.

Available from www.lsamodels.co.uk

8.5-10



DRAGON

1:72 SDKFZ 171 PANTHER G EARLY PRODUCTION WITH ZIMMERIT
ITEM NO.7252

Dragon is continuing their policy of upgrading and re-releasing previous kits. This time it's their Panther in its Ausf G guise with zimmerit. The kit consists of 151 parts, 20 etched brass parts and a set of DS100 tracks and a piece of braided wire to make the tow cables. This kit comes with a plethora of extra parts (over 30), including Flame dampening exhausts, late high fan housing, two different types of mantlet and the 88mm gun barrel from the Jagdpanther kit. Dragon have replaced the die cast lower hull and superstructure with plastic parts, which is a great improvement over the original release. The zimmerit is very well done and really looks good on the finished model; I have always liked the zimmerit finish but have never had the confidence to recreate this in 1:72 so thank Dragon for doing this for me. The etched brass fret is nicely done with engine grills, racks for the superstructure track links and tiny lifting hooks for the engine deck. Unfortunately as this is a re-release the instructions are the photograph version which as I have previously stated I do not like and beginners might find confusing. This kit comes with 4 different marking options including a very attractive scheme on the LAH version. Overall, with the new parts and the zimmerit finish this is a great improvement over the earlier Panther releases, but please check your references before deciding which variant to do. Recommended.

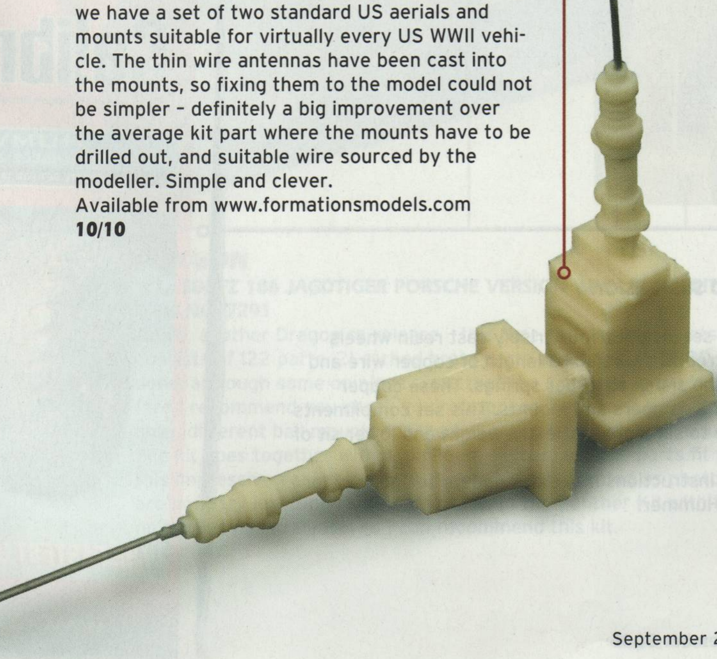
8/10

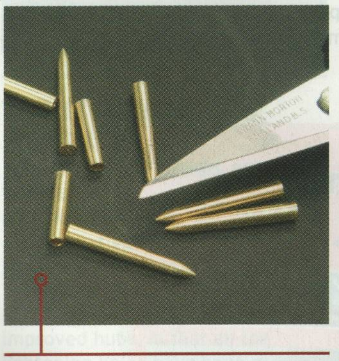
Sd.Kfz.171 PANTHER G
EARLY PRODUCTION w/Zimmerit
1:72 ARMOR PRO
DRAGON

FORMATIONS

1:35 US WWII ANTENNA MASTS AND MOUNTS
ITEM NO. F010

Formations have become synonymous with Sherman detail parts and up-date sets. This time we have a set of two standard US aerials and mounts suitable for virtually every US WWII vehicle. The thin wire antennas have been cast into the mounts, so fixing them to the model could not be simpler – definitely a big improvement over the average kit part where the mounts have to be drilled out, and suitable wire sourced by the modeller. Simple and clever.
Available from www.formationsmodels.com
10/10





CMK

1:72 75MM M4 SHERMAN AMMUNITION
ITEM NO. BE72008

It's nice to see that 1:72 armour getting the turned brass ammunition treatment; this set includes five exquisite full rounds and three spent cases. Not much else I can mention, so I won't! Superb stuff for small-scale Shermanaholics.
Available from www.lsamodels.co.uk
10/10

Coming Soon...

ROYAL MODEL 1:35 ETCHED BRASS AND RESIN DETAIL SETS

Sd.Kfz.165 Hummel Item No. 412 superstructure replacement set,
Sd.Kfz.165 Hummel Item No. 411 fighting compartment detailing set,
Sd.Kfz.165 Hummel Item No. 419 Resin replacement gun and brass detailing set,
German 39(H) 7.5cm MARDER I &10.5cm Geschutzwagen Item No.429 superstructure replacement set,
German 39(H) 10.5cm Geschutzwagen Item No.427 General; detailing set,
German Panzerjager 39(H) 7.5cm MARDER I Item No.428 general detailing set,
Engine grill screen Tiger I (for Dragon kit) Item No.473

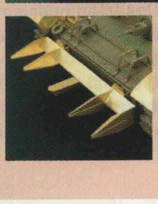
ROYAL MODEL
No. 428
1/35 Scale

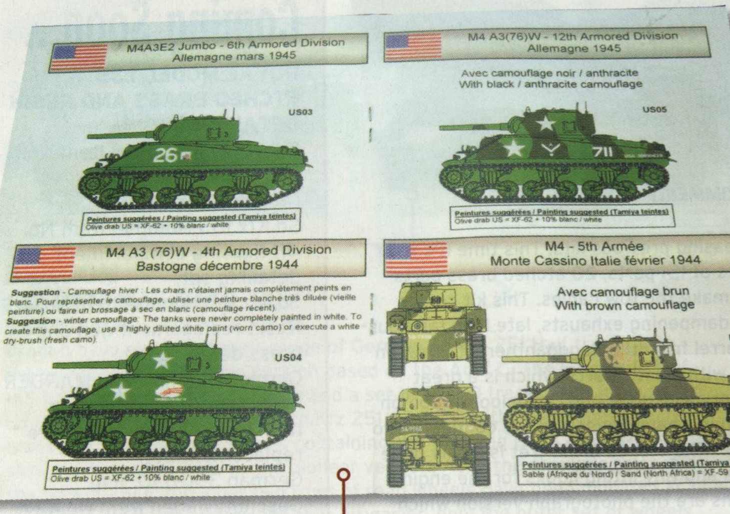
ROYAL MODEL
No. 419
1/35 Scale

HAULER

Hauler has produced some new etched brass sets for the Tamiya 1:48 Cromwell

HLX48108 - CROMWELL MkIV
HLX48109 - CROMWELL MkIV grills
HLX48110 - CROMWELL MkIV fenders
HLX48111 - CROMWELL MkIV deep wading
HLX48112 - CROMWELL MkIV storage boxes
HLX48114 - CROMWELL MkIV Normandy cowling




M4A3E2 Jumbo - 6th Armored Division
Allemagne mars 1945
US03
26
Peintures suggérées / Painting suggested (Tamiya teintes)
Olive drab US = XF-62 + 10% blanc / white
M4 A3(76)W - 12th Armored Division
Allemagne 1945
Avec camouflage noir / anthracite
With black / anthracite camouflage
US05
711
Peintures suggérées / Painting suggested (Tamiya teintes)
Olive drab US = XF-62 + 10% blanc / white
M4 A3 (76)W - 4th Armored Division
Bastogne décembre 1944
US04
Peintures suggérées / Painting suggested (Tamiya teintes)
Olive drab US = XF-62 + 10% blanc / white
M4 - 5th Armée
Monte Cassino Italie février 1944
Avec camouflage brun
With brown camouflage
US06
Peintures suggérées / Painting suggested (Tamiya teintes)
Sable (Afrique du Nord) / Sand (North Africa) = XF-59

Suggestion - Camouflage hiver : Les chars n'étaient jamais complètement peints en blanc. Pour représenter le camouflage, utiliser une peinture blanche très diluée (vieille peinture) ou faire un brossage à sec en blanc (camouflage récent).
Suggestion - winter camouflage. The tanks were never completely painted in white. To create this camouflage, use a highly diluted white paint (worn camo) or execute a white dry-brush (fresh camo).

GASO.LINE DECAL

1:48 SHERMAN DECAL SHEET
ITEM NO.50910

Gaso.line have produced a very comprehensive decal sheet for 1:48 Shermans. Included in this set are markings for some 22 vehicles. All the decals are in perfect register, and are nice and thin – just right for achieving the painted on look. Markings are included for US Army and Marines, French, Polish, British, Russian and Canadian machines. The instruction booklet shows a 3-view colour drawing of each tank including camouflage schemes and paint recommendations. My only concern is that each illustration is based on an early M4, so care must be taken to read what actual version the markings are for, instead of relying just on the drawings. This set makes me want to build some 1:48 Shermans just to use these decals.
Available from www.quarter-kit.com
9/10

ABER

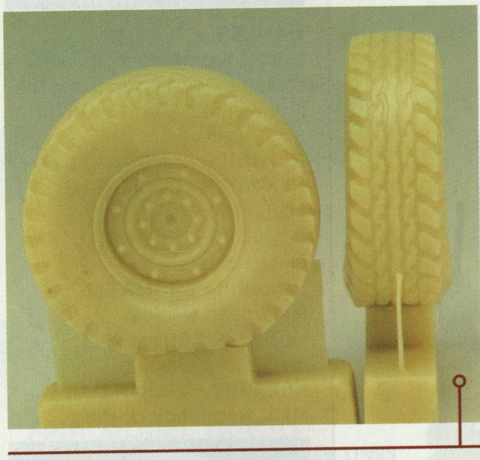
1:35 EARLY MODEL SHACKLES FOR TIGER AUSF B
ITEM NO.R-11

These truly amazing little shackles are designed with the perfectionist in mind. They work in exactly the same way as the real things, including separate pins and shackles, all that is required by the modeller is to make some microscopic retaining "R clips" or split pins. One for the super detailer I think, and another of those annoying products that when you have used them on one kit you will have to use them on every kit after.
Available from www.historex.co.uk
9.5-10

ABER

1:35 RUSSIAN BARREL 152MM ML-20S FOR ISU-152
ITEM NO.35L-40

This stunning turned aluminium and brass gun barrel is designed as a direct replacement for the plastic item in either the Zvesda or Italeri ISU-152 kit. Available from www.historex.co.uk
9/10



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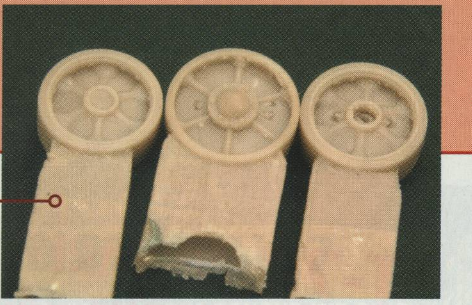
CALIBRE 35

1:35 HUMVEE WEIGTHED WHEELS AND SUSPENSION
ITEM NO.35027

Designed for the Tamiya Humvee, this set includes four crisply cast resin wheels featuring the older pattern Goodyear treads, as well as a length of copper wire and forming tool, to go toward making up the shock absorber springs. These copper springs are then inserted over new resin dampers and mounts. This set compliments the many OIF up armour sets available to simulate that extra weight and lower sit of these heavier Humvee's
First-rate casting and straightforward instructions make this update set perfect for anyone wanting to make the ultimate Hummer.
Available from www.hannants.co.uk
9/10

ADALBERTUS
zestaw waloryzacyjny / detail set
1:48
48-504 M4 Koła "wytłoczone" M4 skala
48-504 M4 Pressed Steel Wheel set scale



ADALBERTUS

1:48 M4 PRESSED STEEL WHEEL SET

ITEM NO.48-504

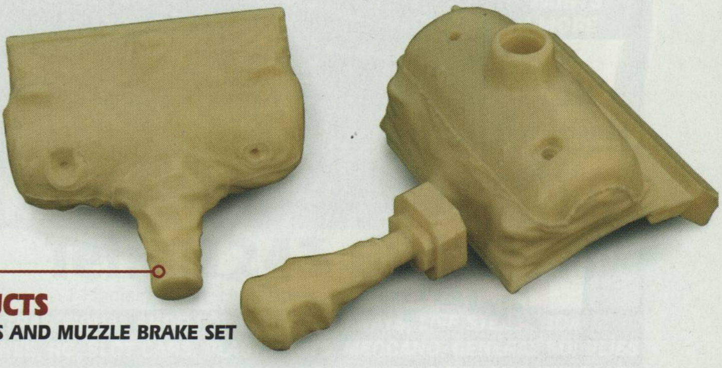
Modellers of the Tamiya 1:48 Shermans are really being looked after at the moment. Adalbertus are the latest manufacturer to produce updated parts, in this case a full set of pressed steel pattern road wheels and idlers, featuring all the details left out in the Tamiya kit. These include detailed rear faces, the missing grease nipples and bleed valves as well as the tiny rivets around the rims.

The wheels will require careful removal from the casting blocks and the centre holes drilling through, before fitment.

Another very useful detailing set for fans of the Sherman.

Available from www.adalbertus.com.pl

8.5-10



TRAKX ARMOR PRODUCTS

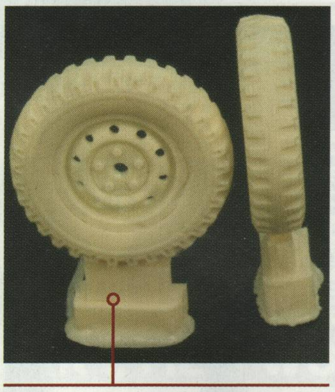
1:35 M-26 PERSHING MANTLETS AND MUZZLE BRAKE SET

ITEM NO.TX0022

Although not the latest product from Trakz, this is nevertheless a handy set for converting the Tamiya M-26 Pershing. The set features two mantlets and a covered muzzle break casting. The first mantlet has just the partial dust cover and the distinctive retaining strip missing from the Tamiya kit, whilst the second is the fully covered type. Both are beautifully cast featuring crisp detail throughout. Trakz have taken all the hassle out of trying to replicate this difficult to reproduce effect from scratch.

Available from www.lsamodels.co.uk

9/10



TRAKZ ARMOR PRODUCTS

1:35 M-151 MUTT TYRES AND WHEELS

ITEM NO.TX0086

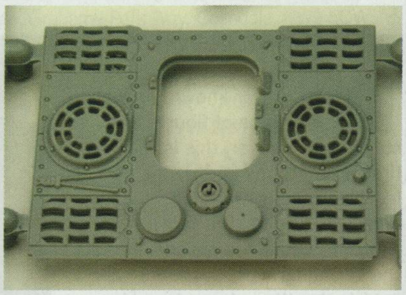
An alternative tread pattern to the Firestone tyres in both the Tamiya and Academy MUTT Jeep kits. These wheels also feature improved hubs, in that all the lightening holes have been drilled through – unlike the plastic parts in the kits, saving the builder a time consuming job.

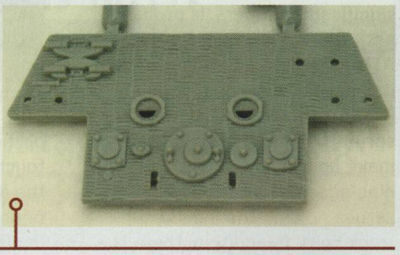
However, all is not rosy – when I tried to fit them to a Tamiya M-151 it became apparent that the donor kit inner hubs would need modification before these new wheels could be fitted to the axles. Not as simple as they first looked and not helped by the lack of instructions!

Available from www.lsamodels.co.uk

7.5-10

Sd.Kfz.186 JAGDTIGER
Porsche Production w/Zimmerit
1:72 ARMOR PRO
DRAGON





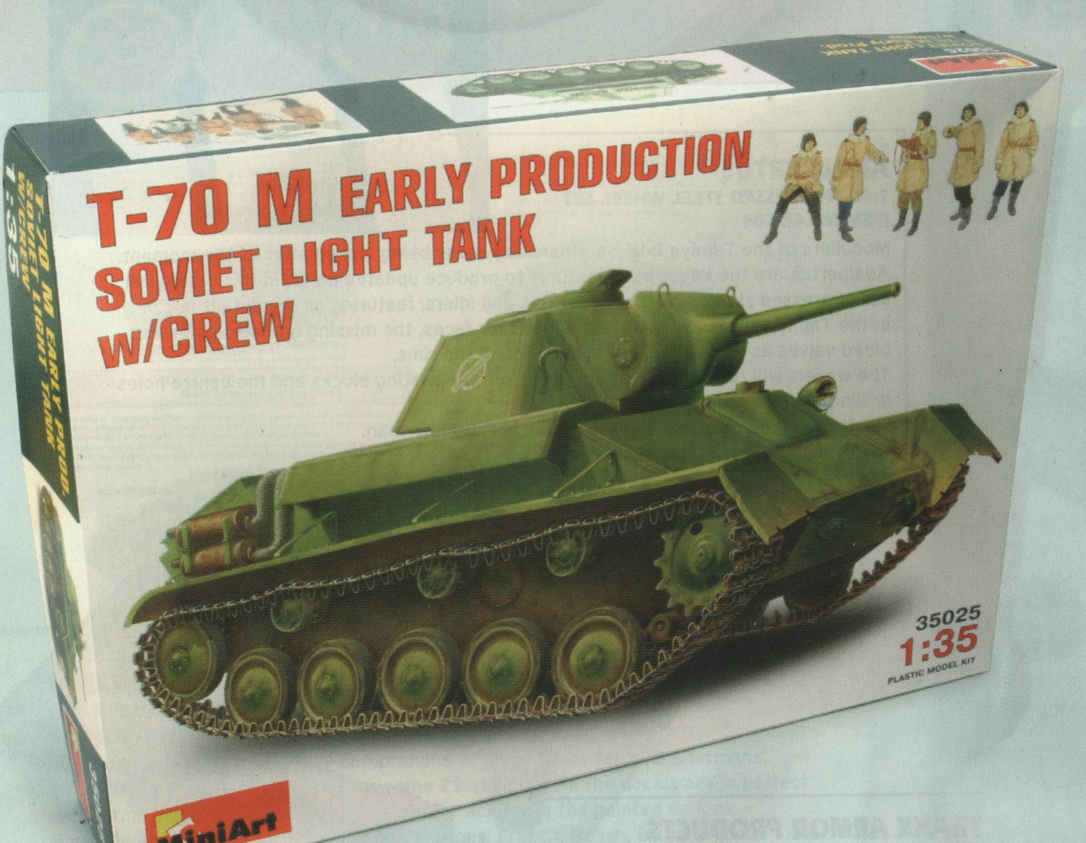
DRAGON

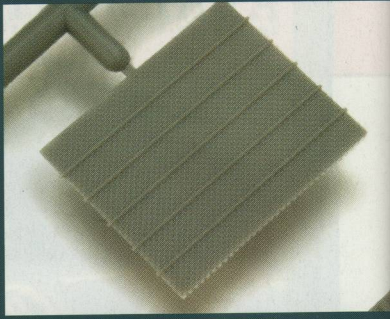
1:72 SDKFZ 186 JAGDTIGER PORSCHE VERSION WITH ZIMMERIT

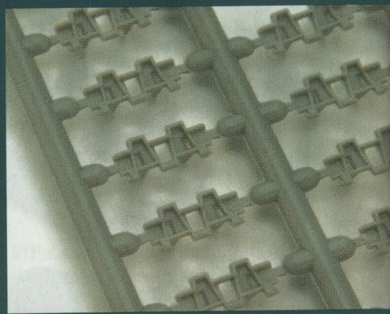
ITEM NO. 7291

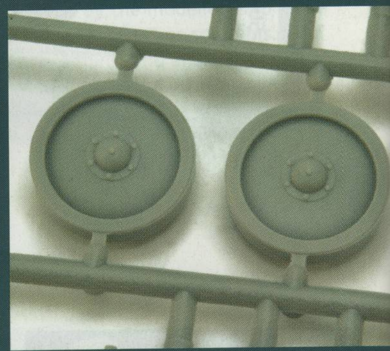
Again, another Dragon re-release – this time the Jagdtiger gets the zimmerit treatment. This kit consists of 122 parts, 21 etched brass parts and a set of DS100 tracks. The zimmerit again is nicely done, although some opinions state that the zimmerit extends too high on the superstructure, therefore I recommend you check you references. There are a lot of extra parts, including spare track links, different ball mounts for the hull machine gun, a rear mounted MG34 and an 88mm Gun barrel. The kit goes together with a minimum of fuss, and the parts fit was very good. Six decal options of this impressive vehicle are included, but are presented as photographs of the completed model and are not very inspiring in my opinion. As in the Panther Kit with the new parts, this is an improvement on the previous release, so I can recommend this kit.

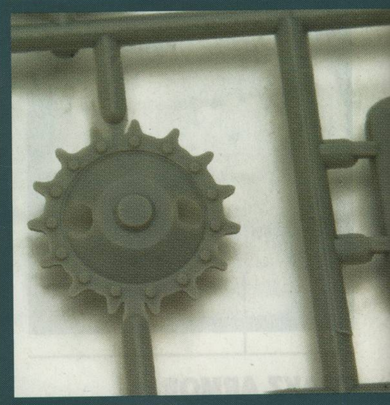
7/10

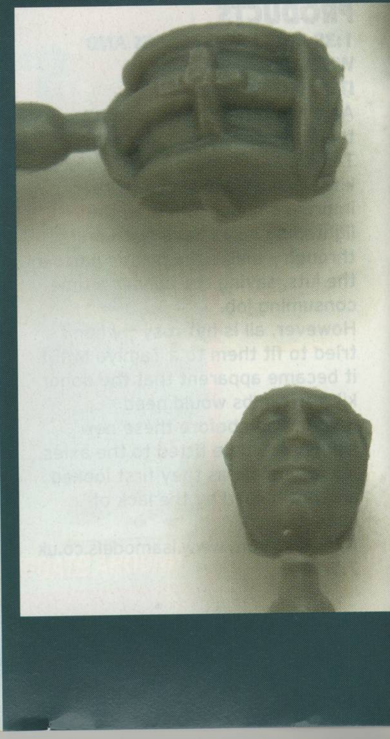










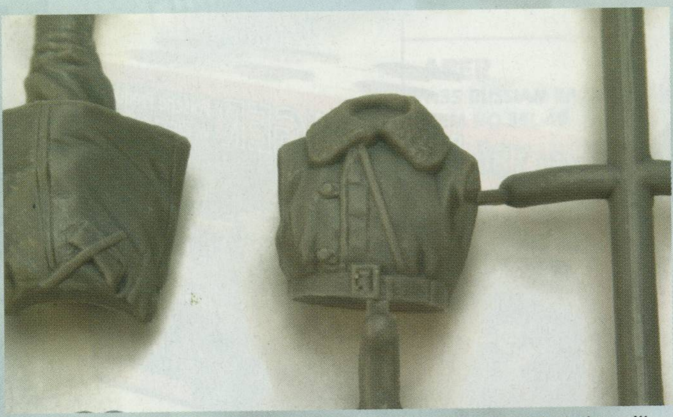


Words by Paul Egerton

A LITTLE BEAUTY

MiniArt's first armour model could be a real winner...

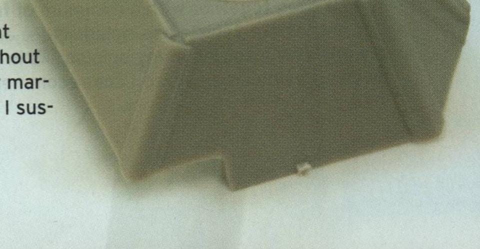
MiniArt from the Ukraine are perhaps better known for their range of figures and buildings. However, this is their first foray (to my knowledge at least!) into 1:35 AFV modelling and what a good kit it is. The choice of subject is unusual in that the T70M early production Soviet light tank, although produced in significant numbers, is probably not that familiar to most Western AFV modellers and this may limit its appeal.



The kit itself consists of 3 sprues holding the parts that make up the hull, turret and running gear and a further 4 small sprues holding the individual track links. In addition, there is a clear sprue with the periscopes and head light lens. As a bonus, 5 crew figures are also included. A comprehensive full colour instruction sheet with 5 side views of the different vehicles covered by the decal sheet will enable you to complete the model.

All of the parts are beautifully moulded, crisp and with no trace of flash. The detail moulding is of the highest standard with the grab handles and wing nuts being particularly fine. Another nice touch is the scale rough texture to the hull and turret surfaces. The 5 figures are very nicely done in the 'multipose' style although somewhat limited in poses. However, modifying them should not present too many difficulties.

All in all, this is a very good kit indeed and well up to the 'big battalions' standards. It should build into a first rate rendition of the vehicle straight from the box and without recourse to the after market sector. However, I suspect that the subject choice will probably limit its success but if you have any interest whatsoever in Soviet AFVs, buy it; you will not be disappointed. ■



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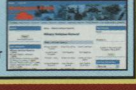

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Fall Weiss

Fraser Gray builds on a budget using Italeri's 232 (6-rad).

Bhagdad Battle Bus

Tamiya's LVTP 7 gets brought up to date, with full interior and external modifications to turn it into the US Marine Corps AAV7-A1 as used in OIF, Iraq 2003.

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Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

The Buffalo's Ride

The Editor builds The Scale Line Diamond T Tank Transporter, to join his LVT from last issue.

...and much more!

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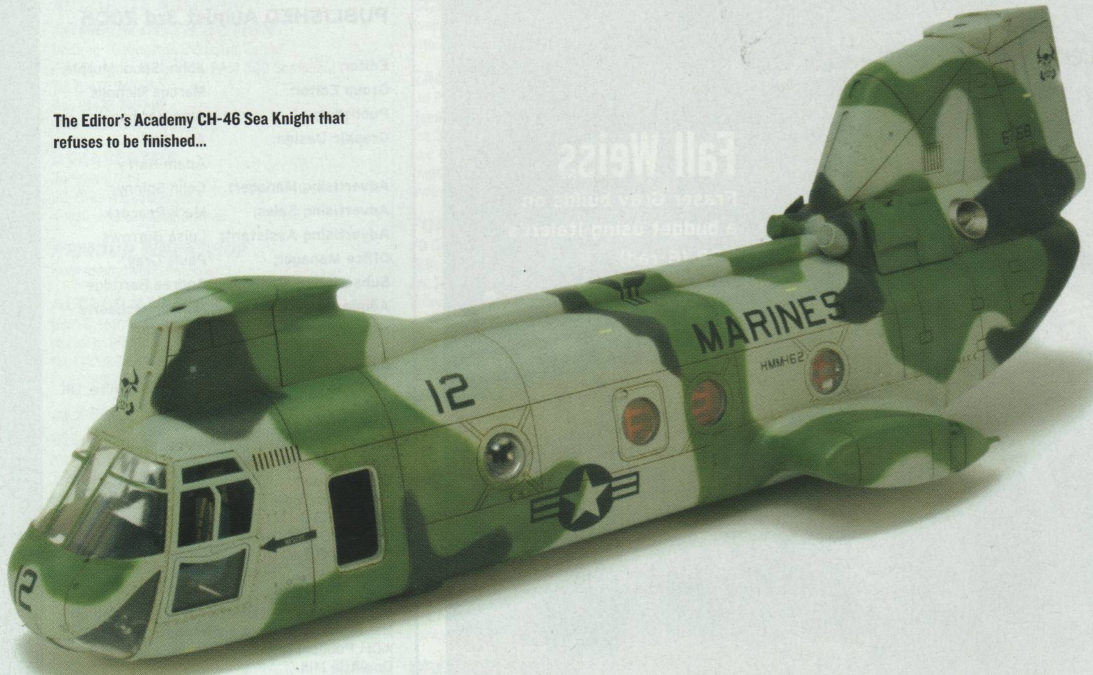


The Editor's Academy CH-46 Sea Knight that refuses to be finished...

MODELLERS BLOCK...

Just when you think your modelling projects are going so well, all of a sudden...

I wonder sometimes if I'm the only modeller that gets so far with a model and then, WHAM, I hit this wall, and then can't seem to find the motivation or interest to finish the project, even though it may be almost completed. This has been the case with the Academy CH-46 Sea Knight helicopter that was included in my Last Post message for issue 2. At the point it was seen in the photo, I still had a lot to do and I was full of enthusiasm. I really got stuck in to it and didn't think twice about some of the time consuming tasks I still had to complete. These included masking off the entire fuselage with UHU White-Tac, before I could apply the black and green camouflage colours. This job alone can sap your will to live, but not me – I was still raring to go. Following this I needed to slap on a coat of gloss before all the decals could be fixed in place. At this point I was still racing forward, then all of a sudden I applied the matt coat, removed all the masking from the glazed areas then it felt like the plug had been pulled and I lost all interest in the project!

I desperately tried to spark up some passion again by going through my reference, whilst studying, in the upstairs gentlemen's hideaway! It has been really frustrating as all the hard work had been completed and it should have been a case of simply finishing the fun bits, i.e. detail painting, weathering, adding the undercarriage and the big spinning fan things on top.

But every time I have pulled it out of the box and placed it on my workbench, I always end up finding an excuse to do something else, at which point it gets in the way and ends up back in the box!

Maybe it's because I'm in the privileged position of being spoilt for choice when it comes to deciding what to build next. Since I started the CH-46 I have built, painted and finished four other models – admittedly they are all armour subjects; maybe the voices in my head are telling me not to build helicopters, although I hope not because I like building them... ■

The Last Post...

PRODUCT OF THE MONTH

THE PROS AND CONS OF THE INTERNET

66 Model Military International - June 2006

PRODUCT OF THE MONTH

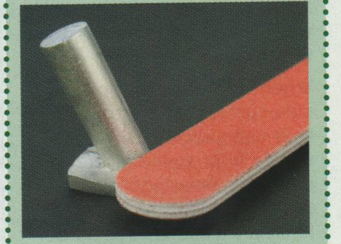
Robin from Cammett has been kind enough to let me try some of their new range of sanding sticks and polishing pads.

The two sets I have got to try include a set of three different grade sanding sticks – coarse, medium and fine; these are great for general work.

The second are a set of four polishing pads; the roughest is similar in grade to the finest grade stick, where the finest feels as smooth as a piece of leather.

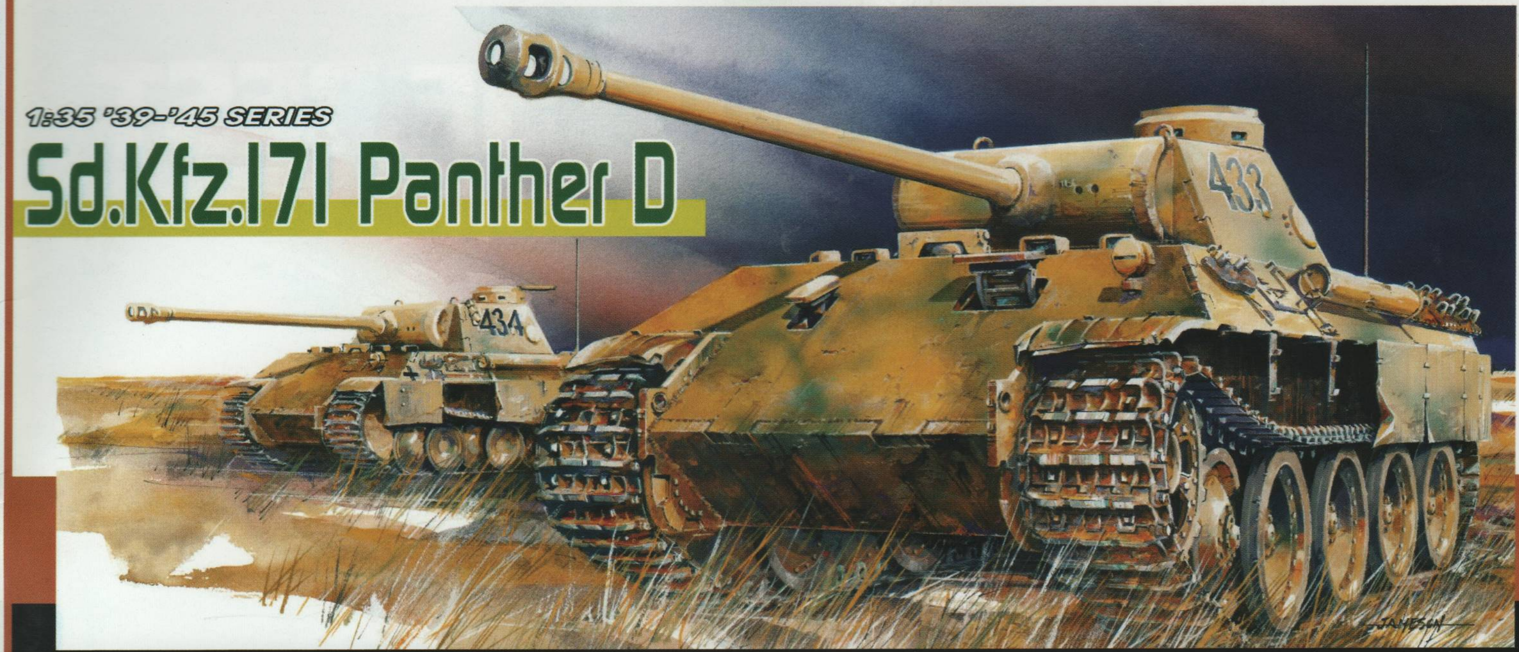
The best way to show how good these products are is to show them in action. I have taken the stand from the Africa Korps bust on last issue's figure page, and shown how easily the casting seam is removed with these sticks and pads.

www.cammett.co.uk

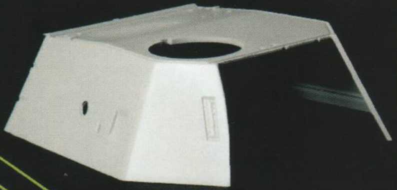


1:35 '39-'45 SERIES

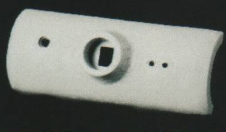
Sd.Kfz.171 Panther D



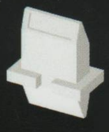
- Optional separate pistol port with chain

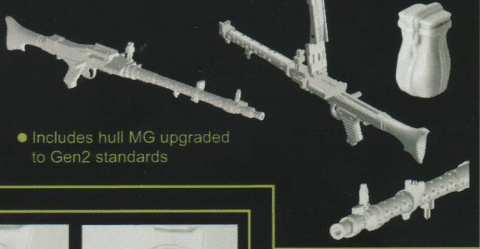


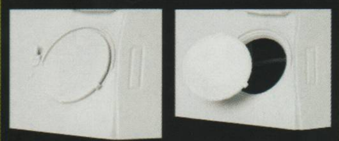
- Slide molded multi-part muzzle brake
- Metal gun barrel

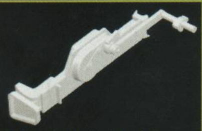

- Updated turret and mantlet with authentic detail and cast texture

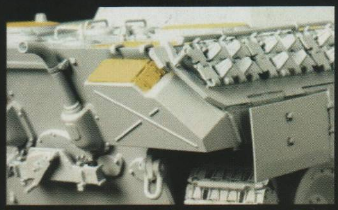
- Metal smoke grenade rack

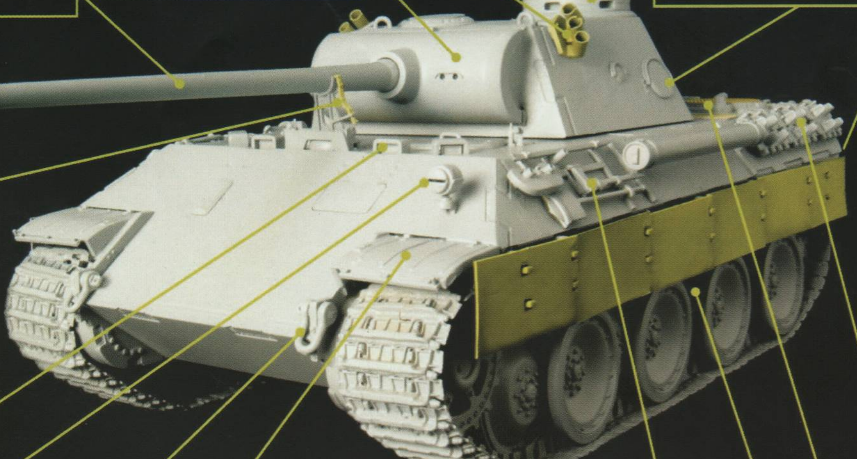

- New clear parts for cupola


- Includes hull MG upgraded to Gen2 standards


- Rear hatch can be modeled open/closed


- Newly tooled jack in fine detail

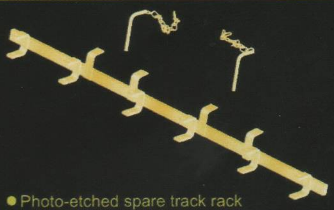

- Photo-etched covers for rear stowage boxes



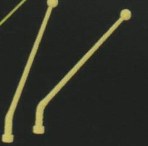
- Photo-etched travel lock in extreme detail

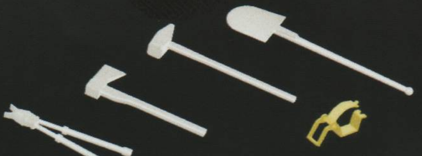
- Upgraded front periscope guards

- New clear parts for hatch periscopes

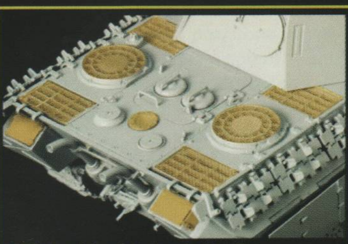

- Photo-etched spare track rack

- New finely detailed slide-molded front light assembly


- Metal width indicator poles


- Bonus on-vehicle tools without clasps
- Photo-etched on-vehicle tool brackets

- Metal U-shaped tow shackles


- Photo-etched engine deck grills

- Newly updated and fully detailed hull bottom

- Redesigned idler arm can be modeled in different positions

- Bonus metal side armor skirts

- New suspension assembly with separate swing arms

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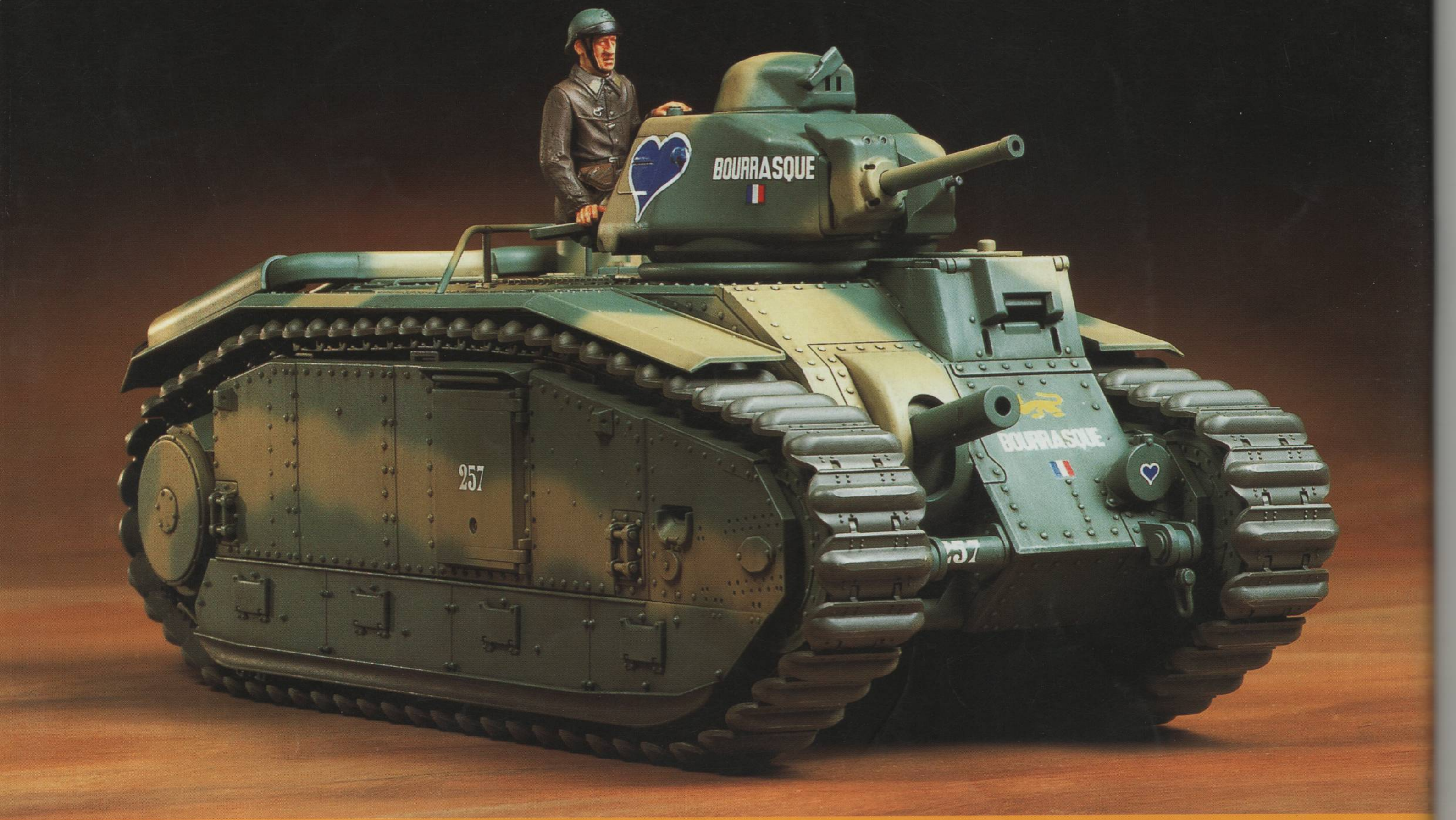
THE FIRST AND THE BEST

1/35 FRENCH BATTLE TANK B1 bis (Item 35282)

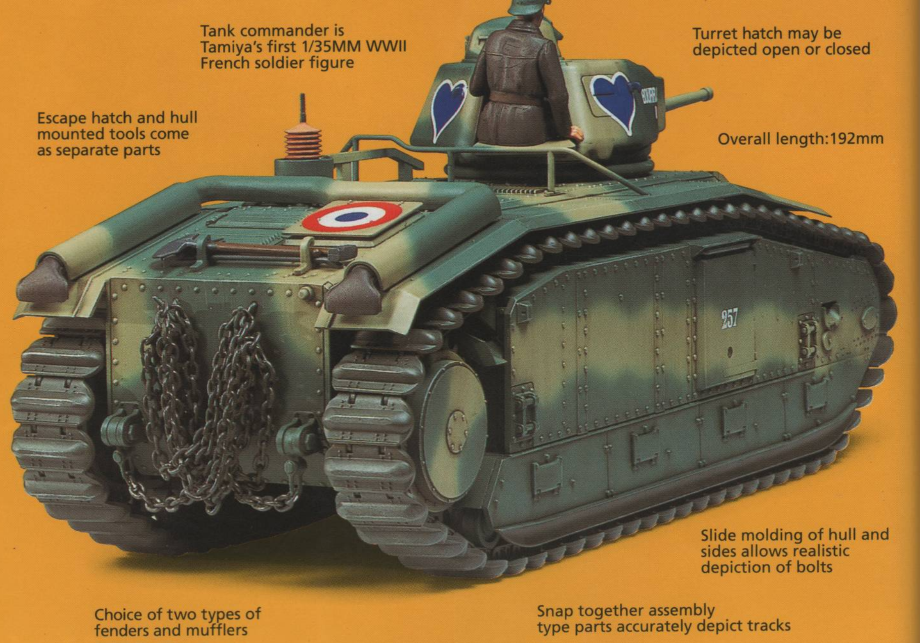


Defender of the Republic

In order to deal with the increasingly tense situation leading up to the outbreak of WWII, a decision was made to modify and improve the existing B1 tank, giving rise to the B1 bis. Distinctive features included the large 75mm gun and strengthened front armor. The engine was also upgraded to bring the tank up to contemporary standards. The French government tasked individual suppliers with producing key parts, which caused problems and greatly reduced the number of tanks that were built. Although these and other strategic failures inhibited the B1 bis tank's ability on the battlefield, it was greatly feared by German soldiers who encountered it. Featuring strong firepower and defense, the B1 bis could more than hold its own against individual German tanks.

Accept No Substitutes

Never before modeled as a 1/35 plastic injection kit by any maker, the unique and distinctively shaped French B1 bis tank is now available from Tamiya's 1/35 MM Series. Featuring small, one-man turret and large tracks going around the entire hull, the B1 bis tank's design evokes that of an earlier era, promising a fascinating and enjoyable modeling experience. The slide molding process has allowed an incredibly faithful reproduction of hull and side armor. Another Tamiya first in this kit is the new snap-together track design, which requires no cement for assembly. Choice of two types of fenders and exhausts, combined with 4 sets of markings allows construction of each possible combination. Commander's and driver's periscopes are moveable, as is the 75mm main gun.



Tank commander is Tamiya's first 1/35MM WWII French soldier figure

Turret hatch may be depicted open or closed

Escape hatch and hull mounted tools come as separate parts

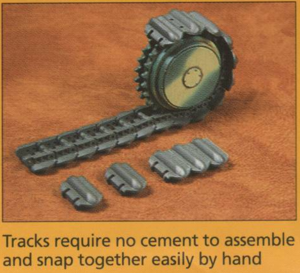
Overall length:192mm

Slide molding of hull and sides allows realistic depiction of bolts

Choice of two types of fenders and mufflers

Snap together assembly type parts accurately depict tracks

Comes with colorful painting guide and four types of marking decals



Tracks require no cement to assemble and snap together easily by hand

Includes realistic metal tow-chain

■About the B1 bis
- Crew of 4 : commander, radio operator, driver, co-driver
- Fully traversing one-man turret with a 47mm gun
- 75mm howitzer with limited traverse
- Maximum armor thickness of 60mm
- Weight 32 tons
- Powered by a Renault 6-cylinder 307hp water-cooled engine
- Top speed on level ground of 28km/h

TAMIYA

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